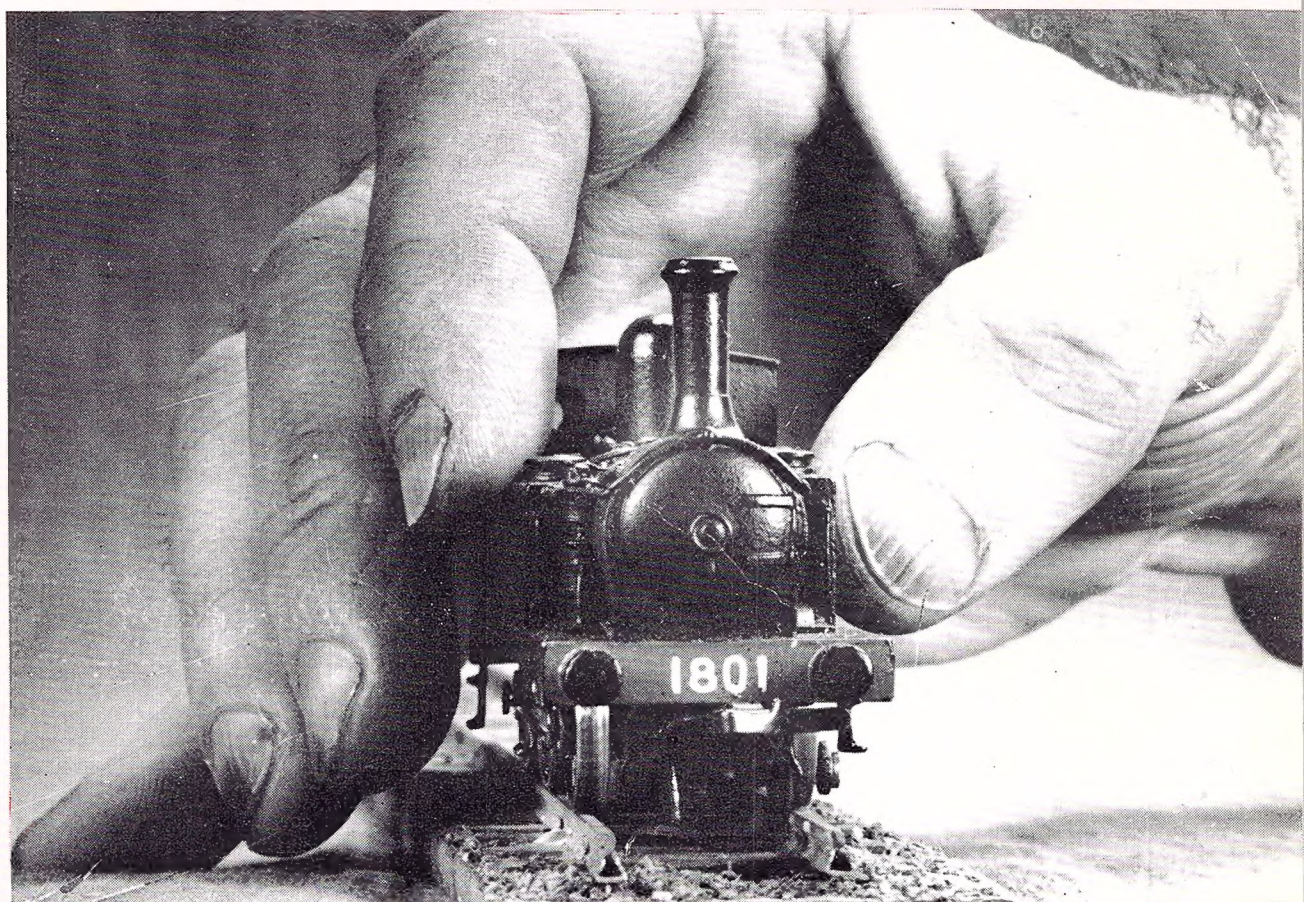


THE MAGAZINE DESIGNED FOR ALL RAILROAD HOBBYISTS

THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

October-November, 1963

Price 2/6



IN THIS ISSUE . . .

**EXHIBITION PICTURES
THE LAYOUT THAT JACK BUILT
O. R. REEFER PLAN**

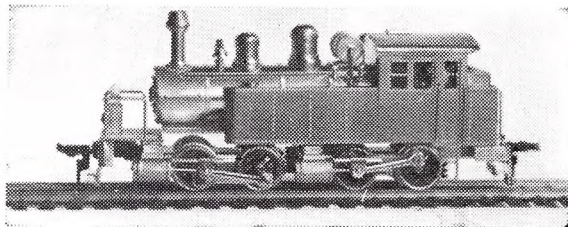


Incorporating "THE BOOSTER"

BRANCH LINE? ... LOGGING? ...

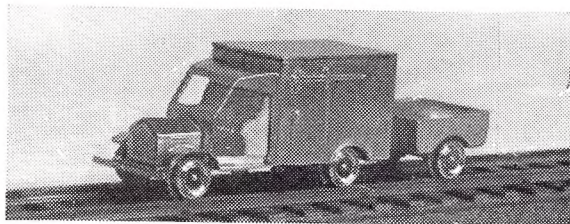
or just any excuse for variety!

— THREE BRAND NEW ITEMS FOR THE SMALLER MOTIVE POWER DEPARTMENT ...

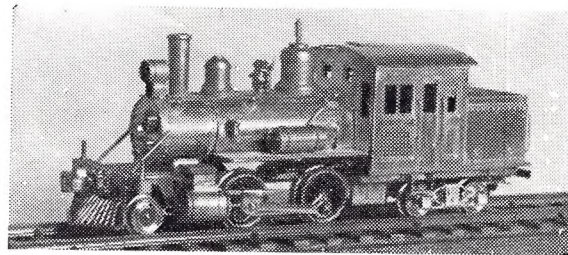


0-4-4-OT. Plantation/Logging Mallet Locomotive. Unpainted, ready to run. Length 43". Price, £9-10-0.

2-4-4T. Forney type, designed originally for elevated railway service and ousted by electrification to logging and plantation service, etc. Unpainted, ready to run. Length 43". Price, £8-10-0.



RAIL AUTO & TRAILER ... here at last! Ideal for quick service to your mill or 1001 other uses! Unpainted, ready to run. Auto, 1" Trailer, 3". Every layout should have a pair at only 58/6d. complete!



Other News from "THE DOCKYARD" ...

Our Manager is just back from Japan with news of the final production run of the N.S.W.G.R. 'C.38' Class Pacific model. Stocks will be going on sale in the U.S.A. and the end consignment for Australia is now in transit. Although price remains the same at £26-15-0, these models include a number of new features, such as a heavy duty traction motor and improved stack contour. Orders should be placed immediately to ensure supply ...

After a lapse of many years, further limited stocks of the Kumata B. & A. 2-8-4 Berkshire model are to hand at £35 each. Finish is excellent, a fully sprung mainframe incorporated and a very few are offered in the B. & M. version with the Coffin type feed-water heater ...

For traction departments, yet another finely detailed Pacific Electric model is now available: The 800 Class 47" Motor Car. A wood sheathed type finished down to internal bulkheads, at £16-15-0 ...

In 'O' gauge, K.T.M. have now supplied a third example of their supremacy in 1" scale motive power: The P.R.R. G-5 Class Locomotive & Tender, with pre-blackened frame, pilot, etc. Price, £90 ...

Modern, well proportioned Tube and Vapour type Street Lamps, with plated finish, are now going out to all stockists and should be very well received at only 5/0d. each. We suggest pairing these in series, for maximum lamp life, to a 12 or 14 volt supply ...

The leading quality truck manufacturer, Central Valley, has just delivered fresh stocks of their entire truck range, prices of which appear in our OO/HO List (1/6d., post free). Very

handy, too, are the Brake Shoe Kits and Snap-on Kingpins. Separate pairs of the 36" and 33" Wheels are also available at 2/6d. per pair, as also the HO n3 26" Wheel at the same price. The latter being useful in conjunction with TT axle guards for builders of four wheeled narrow gauge stock ...

Of those models delivered by 'United', only a few PS4 Pacific, N.P. Berkshire, Climax and U.P. 2-8-0 remain. The Heisl Geared Locomotive is expected about the time this appears in print ...

A number of developments in freight rolling stock kits are worthy of note: Those requiring 'old time' items will be interested in the Central Valley S.P. "Sunset Route" Box Car Kit, of 1896, complete with trucks and couplers. Also, in the same class, a Central of New Jersey reefer, with bright yellow sides and tuscan red ends. Both kits, 50/0d. each ... Also in the quality kit field, Mainline Models have delivered quite a range: In 50" Express Reefers — Milwaukee Road, Renkins Milk & Cream, Railway Express Agency, Great Northern, Pacific Fruit Express, Missouri Pacific Lines and Northern Pacific. In wood sheathed Box Cars — U.P. and S.F., whilst outside braced Box Cars — C.B. & Q. and Minneapolis & St. Louis. 36" Stock Cars — U.P., Santa Fe and Rock Island. All at 40/0d. each, less trucks and couplers ...

Following the complete sell-out of the Tenshodo 'Allegheny' with few 'Big Boy' and 'Texas' models left, big power men will welcome the arrival of the U.P. 'Challenger' — the first stock stocks made up in many years and definitely the last which will be available at £110 each.

For Australia's Largest Model Railway Range! ...

The MODEL DOCKYARD Pty. Ltd.

IMPORTERS, AGENTS, WHOLESALE & RETAILERS

216-218 SWANSTON STREET, MELBOURNE C.1.

32 3505

SYDNEY MODEL RAILROAD SUPPLIES

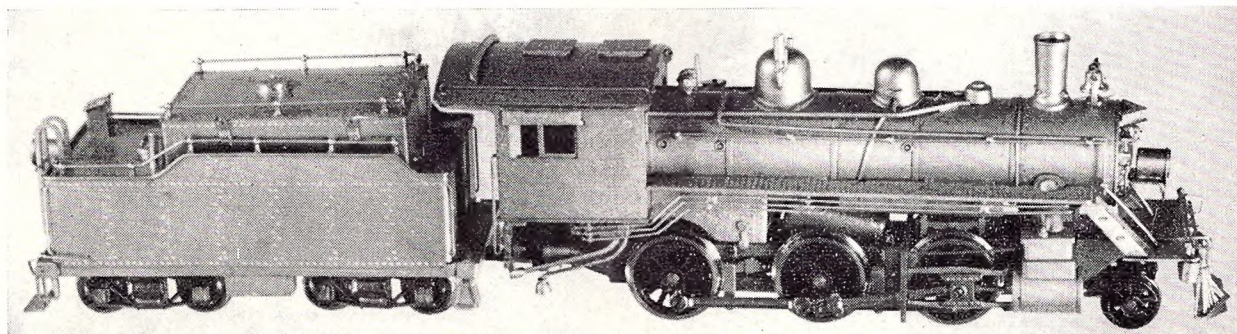
4 REES AVENUE, BELMORE, N.S.W.

'PHONE: 78 6645

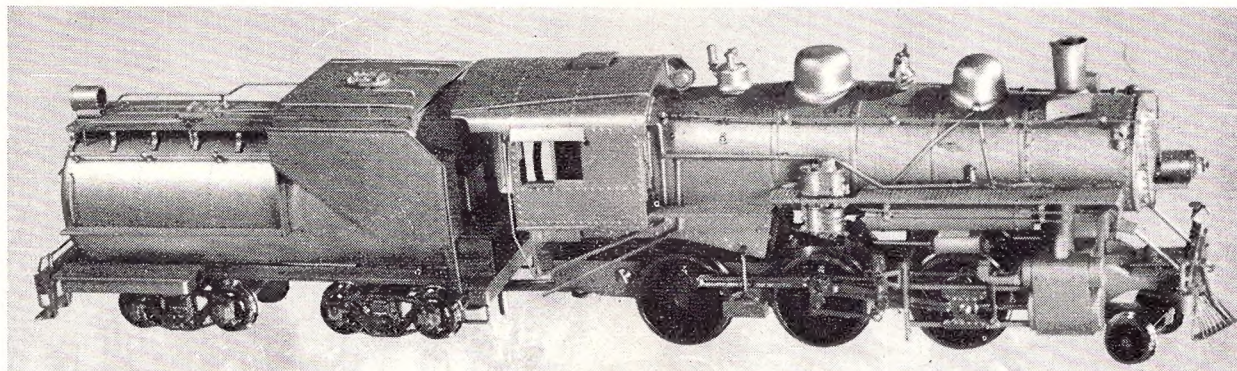
proudly present

TWO MORE

NEW MODELS TO THE FIELD OF ALL BRASS CONSTRUCTION
SUPER DETAIL, FINE WORKMANSHIP AND POWERFUL MOTORS



CANADIAN NATIONAL 2-6-0 MOGUL. PRICE £19/15/-, Unpainted, ready-to-run.



SOUTHERN PACIFIC 1700 Class 2-6-0 MOGUL. PRICE £18/15/-, unpainted, ready-to-run.

Importers of:

MAX GRAY, TENSODO, UNITED AND AKANE LOCOS, CHAMP DECALS. SHINOHARA, ATHEARN,
KADEE, TRU-SCALE, STEWART-LUNDAHL PAINTS. PLASTICVILLE, ROUNDHOUSE, Etc.

Trade Enquiries Welcome!

NOW	THE C.38 UNPAINTED	£26/15/0
AVAILABLE—	" " PAINTED BLACK	£28/0/0
	" " PAINTED GREEN	£28/15/0

SATISFACTION GUARANTEED

***Mail Orders Anywhere, Any Time, Express Delivery —
Lay-By or Cash***

THE NORTH SHORE HOBBY CENTRE

535 Pacific Highway, Mount Colah

$\frac{3}{4}$ mile past ASQUITH, adjacent to the MOUNT COLAH PHARMACY
(BUS from HORNSBY passes door)

JU 3537

Proprietor: STEWART WARD



Marklin Trade-ins

2 x V200 diesels Cat. No. 3021	£4 10 0 ea.
2 x 0-6-0 tanks " " 3000	2 10 0 "
1 x " " " " 3029	2 5 0
1 x electric loco " " 3037	6 0 0 (never used)
1 x " " " " 3062	6 0 0 (slightly used)
1 x " " " " 3012	8 0 0 " "
Double slip points " " 5207	2 5 0 ea.
Electric " " " "	1 5 0 "
Transformer 30 VA	4 0 0

LILIPUT KITS (Words fail to describe the detail): Passenger cars 28/3, 32/6;
Petrol tankers 19/9, 9/6; Freight cars 15/6, 13/-, 5/-

KIBRI KITS: Full Range

SUPERQUICK KITS: Selected Range.



Repair & Conversion Service

Complete brand repair service for all makes:

Conversion to two rail including Marklin 2-10-0.

- " " D.C. operation including Marklin.
- " " finer scale including course Trix & old Tri-ang.
- " " needle bearings for rolling stock.
- " " operating pantographs.
- " " alternative couplers (exchange service).
- " " motorised tender permitting reasonable adhesive weight,
for example "Lord of the Isles".

Always wanted for cannibalising: obsolete equipment such as 3R Dublo, Trix Twin.

Repairs may also be left at residence: Ralph Thomas, 61 Hewitt Ave., Wahroonga, N.S.W. Phone 48-4268.

THE AUSTRALASIAN MODEL RAILROAD MAGAZINE

Vol. 1, No. 4, OCT./NOV., 1963

Incorporating **THE BOOSTER**
THE OFFICIAL JOURNAL OF THE SOUTHERN CROSS REGION OF N.M.R.A.

AUSTRALIA'S LEADING MODEL RAILROAD MAGAZINE

CONTENTS

A SMALL CULVERT FOR YOUR LAYOUT, by Fred Gill	10
THE LAYOUT THAT JACK BUILT, by Jack Grierson	12
ALICE — THE END AND THE BEGINNING, by John McCarthy	16
SCENICING YOUR MODEL RAILROAD, by John Wheeler	22

REGULAR FEATURES:

On the Cover	5
Shop Window	6
Mail Bag	7
Editorial	8
Shop Detective	8
The Scenic Route	14, 15
Digest on Books	18
For the Prototype Fan	19
Helper Service	20
Club Car	24
Sandbox Sam	24
The Market Place	26
Our Plan	inside back cover

REGIONAL OFFICERS—

President SCR: B. T. HAMMERSLEY, 56 Edgbaston Rd., Beverly Hills, N.S.W.
Secretary SCR: GARRY LUCAS, 96 Mona Vale Rd., Pymble, N.S.W.
Treasurer SCR and NMRA Representative in Aust. & N.Z.: RUSS A. SID-DALL, 35 Myrtle Rd., Hampton, Melb., Vic.

DIVISIONAL REPRESENTATIVES—

New Zealand: ROBERT J. MANN, 5 Owens Rd., Epsom, Auckland, SE3, New Zealand.
Central: J. B. TRELEASE, 7 Milton Ave., Fullerton Estate, S.A.
Eastern: JOHN F. PARKER, 40 Polding St., Drummoyn, N.S.W.
Southern: IAN G. PETHERICK, 23 Beach Road, Hampton, Vic.
Sunshine State: ALLAN WARD, 15 Rosemary St., Inala, Q.

SUBSCRIPTION BY MAIL: 15/- Australia & N.Z., U.S.A. \$2, U.K. & Europe 15/- stg., per annum. Make Cheques etc. payable to S.C.R. Publications, Earlwood, N.S.W.

CONTRIBUTIONS: Articles, drawings, and photographs are welcome. Accepted material is subject to whatever changes are necessary by the Editor to meet the requirements of this publication. The contents of this magazine must not be reprinted without written permission of the publishers.

PRODUCED for S.C.R. Publications by PHOTO DIGEST PTY. LTD., 483 Riley St., Surry Hills, N.S.W. 'Phone: 69-6880.

PUBLISHED by S.C.R. PUBLICATIONS, 189 Homer St., Earlwood, Sydney, N.S.W.
EDITOR: J. T. St. LEGER MOSS.

OFFICE: 55-6886.

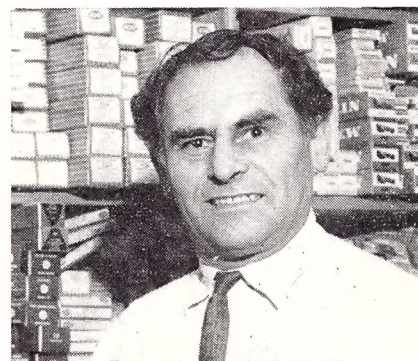
EDITORIAL COMMITTEE: BASIL T. HAMMERSLEY, FRANK A. MAXWELL, JOHN M. WHEELER, KENNETH SPILSTED; **Staff Photographer:** IVAN W. IVE.

Illustrators: N. COUGHLAN, J. F. PARKER, PETER CALVITTO.

SUBSCRIPTION MANAGER: TERENCE M. CARPENTER.

PRINTED by Publicity Press Limited, 29-31 Meagher St., Chippendale, N.S.W.

MEET YOUR DEALER



GEORGE BERG

George Berg has been a modeller for many years and is an enthusiastic member of the Australian Model Railway Association. Berg's Hobbies, in Parramatta, N.S.W., is the mecca for modellers in that area, and an operating layout is a constant source of interest to his customers.

George always keeps a large range of stock of the popular makes of model railway equipment on his shelves but, better still, he will often be able to find some special uncommon article that one is needing for one's model railway. If he hasn't got it he will always be able to find out where one can obtain it.

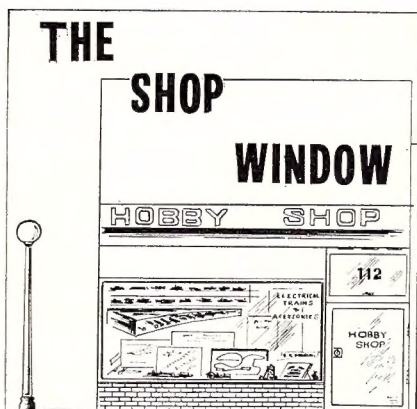
At his home at Castlecrag, one finds that most of his garage space is taken up by his own HO layout, where he runs both two rail and overhead traction equipment.

WHAT'S COMING?

Interested in transistor control for your layout? Then don't fail to read the next issue. We will be featuring an article on the construction of such a controller with simple directions and wiring diagrams that any modeller can easily follow.

On the Cover:

Our photo shows a close up of a N.S.W.G.R. 19 class locomotive built in 3½ millimetres to the foot scale by Jack Grierson of Sydney. During the past few years Jack has become recognised as one of Australia's foremost builders of model railway locomotives and rolling stock. Several of his locomotives were to be seen in the recent exhibition at the Sydney Town Hall and a construction article for readers is forthcoming.



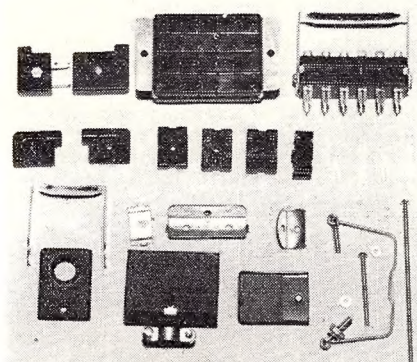
Elco Corporation, Philadelphia, U.S.A.

Australian Agents:

Wm. J. McLellan & Co. Pty. Ltd.,
The Crescent, Kingsgrove, N.S.W.

Those who read "The Model Railroader" for May last would have seen in Trade Topics a write-up about the ELCO connector. These connectors are marketed in Australia under the same name.

They are an extremely efficient electrical contact and are used extensively in electronics, and for their quality are very reasonably priced.



They have a current rating of 15 amps., at 115 volts; a rated voltage of 1500 volts, and a contact resistance of 0.002 ohm; with an insulation resistance (dry) of 25,000 megohms, minimum. The contacts are silver- or cadmium-plated, the latter being supplied if no preference is given when ordering.

The accompanying photo shows some of the components, made up and exploded.

Top row, left to right: Test Plug M3 022S and F3 022S, male and female. Next is a double-tier, female connector, with exposed terminal ends and standard brackets having 24 contacts (F22420-1). Its dimensions are 2-29/64" x 1 1/8" x 41/64". The last is a single-tier male contact, with exposed terminal ends and handle (M11221). Its dimensions are 1-57/64" x 11/16" x 1-41/64" (including handle).

The prices for the connectors shown are 3/- and 3/3 (unassembled) 18/6 and 10/7 respectively, plus 12 1/2% sales tax where applicable.

Full price list and/or catalogue may be obtained from the agents' representative, Mr. R. Cogar, at the above address.

The remainder of the photo shows insulating pieces and contacts that are assembled to make sizes from 2 to 36 sets of contacts.

The lower three items are ends and a side of a cable-type cover which can be used on either male or female components instead of the handle or brackets.

The wire Retainer Clip at the right is used to hold plugs to sockets where accidental removal may be undesirable.

All in all, an excellent product.

Fleischmann 2-8-2 Heavy Duty Freight Locomotive

Australian Agents:

Wilfred H. Jones & Co. Pty. Ltd.,
374 Kent Street, Sydney.

Price: £14/13/3 each.



The sample inspected, tested and photographed was the German Federated Railways version. There is also an American Mikado model available at £15/6/9 each. The complete locomotive and tender is cast in metal and is a real heavy-weight. All drivers are gear driven, giving exceptional pulling power to this loco. Once again, deep flanges and undergauge wheels spoil an otherwise fine performer. The loco will run on Code 100 track, but extreme care would have to be taken in fixing down track as there is very little clearance above plastic spikes. Really, it would be best to have flanges turned down, it is a simple matter to adjust the gauge.

The electrical characteristics are as follows:

No load level track 5-volt starting 1/8 amp.

No load climbing 5 per cent. grade 6-volt 1/4 amp.

Loaded with 4 only 5 1/2 oz. coaches 5-volt 1/4 amp. level start.

Loaded with 4 only 5 1/2 oz. coaches 14-volt 3/8 amp. climbing.

These are particularly good performance figures as the climb is a particularly stiff course involving a straight followed by a 24-inch curve then an S-bend followed by a straight grind to the top. There was no wheel slip at any time, one of the very few locos which haven't slipped after the 'S' bend.

Dimensions are:

Overall length bumper to bumper, 78" 0".

Overall length rear tender wheel to front truck wheel, 66" 6".

Overall height, 16" 1".

Overall width, 10" 7".

Weight tender, 5 oz.

Weight loco, 19 1/4 oz.

Driver diameter, 60".

Loading truck wheels, 32 inch dia.

Trailing truck wheels, 45 inch dia.

Tender trucks 5" 8" W/base, 38 inch wheels.

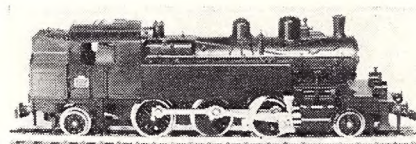
Motor, 3-pole gear driven to all wheels 16:1 ratio pick up in loco only — Polarity to N.M.R.A. standard.

Hornby-Acho 2-6-2 Tank Locomotive

Australian Agents:

E. G. Page & Co. (Sales) Pty. Ltd.,
3 Arnold Place, Sydney.

Price: £9/11/0 each.



Here we have a loco from the French Hornby Stable which is worthy of a place in any roundhouse. The body is a plastic casting, very well done with crisply cast on detail such as pipes and fittings. The only black mark is the fitting of an attaching screw through the steam dome, not that it cannot be rectified, still it is annoying to see a first class product disfigured by an unnecessary screw.

The running gear is well made and functioned smoothly, the wheels needed regauging, most were out of gauge. As with most European equipment the flange depth did not meet N.M.R.A. standards and if you wish to run this loco on Code 100 track, be sure your spike heads are well home, it would be best to have wheels turned down. For some reason or other the centre drivers are of smaller diameter and still flanged, why I can't guess. The motor is a 3-pole unit well mounted and fully suppressed. The loco performed well, starting voltage no load 7-volt and 1/4 amp., no load and climbing a 5 per cent. grade, still 7-volt with 3/8 amp. load. Then hooked up four standard passenger coaches each weighing 5 1/2 oz., the starting voltage was 8-volts at 3/8 amp. rising to 1/2 amp. on 5 per cent. grade.

The dimensions of the loco are as follows:

Wheelbase: 13" 6".

Overall length over buffers: 46" 0".

Distance between leading and trailing trucks: 32" 5".

Overall height: 14" 4".

Overall width: 10" 0".

Driver size: 56".

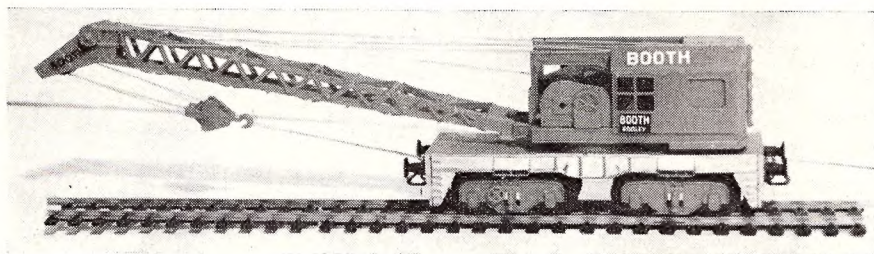
Truck wheels: 36".

All up weight: 10 1/2 oz.

Polarity: To N.M.R.A. standard.

Gear ratio: 23:1.

The performance of this loco was very good as it came straight out of box and was not oiled. A well detailed loco which ran well and is very good value at £9/11/0.



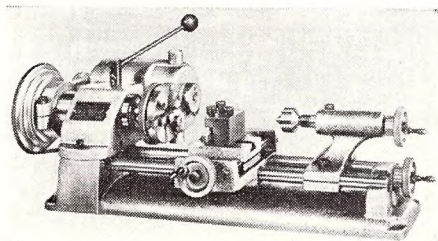
15 Ton Diesel Locomotive Crane Kit

Airfix Construction Kit.
Supplied by the Australian Agents:
Harris & White Pty. Ltd.
Price 7/3.

This is a semi-working model kit, in that it can be hooked into work train and taken around the layout. The jib and hook can be operated with a crank supplied with the parts. The instructions are quite clear and with care taken in its assembly the resulting model is rewarding.

The only parts likely to give trouble are the wheels. Great care must be taken in joining the two halves or the unit will derail when used in a work train. Perhaps it would be better to use insulated metal wheels of the same diameter.

UNIMAT UNIVERSAL METAL LATHE. Distributed by B. Elliott (A'sia) Pty. Ltd., 32 Barcoo Street, East Roseville, N.S.W. N.S.W. List Price: £49/19/0 each.



The Model 1000 Unimat Lathe comprises a cast lathe bed with removable head stock, fitted with faceplate, removable centre and lathe dog. The cross slide is fully adjustable and fitted with pivoted tool holder. The tailstock is also fully adjustable.

Standard equipment includes vertical column to take headstock as a drilling head, two centres, lathe dog, hexagon wrench and 220V 90-watt single phase motor fitted to motor bracket and reduction gear with a speed range of 365-6000 r.p.m. and an operating manual.

A wide variety of accessories are available including lathe chuck (2½" dia.), drill chucks, clamping vice, milling table, indexing and dividing attachment, threading attachment, plus many others.

The lathe is adaptable for milling, drilling, grinding and polishing, wood turning, circular saw and jig saw. The principal dimensions are as follows:

Overall length 16½ inches.
Centre height 1½ inches.
Between centres 6½ inches.
Hollow spindle admits ¼" dia.
Cross Traverse 1½ inches.
Tailstock feed ⅜ inch.
Chuck to drill table 4½ inches.
Chuck to column 3-1/16 inches.
Drill stroke 1 inch.

The decals, thought not first class, are certainly much better than some hand lettering seen and can be attached easily.

A touch of paint applied to the buffer plates at each end can help break up the overall red; but don't spoil a good model if you can't wield a brush. Couplers, other than those supplied, can be fitted and if this is contemplated spend a few minutes working out the heights and wheel sizes first.

The jib will pivot, but not so freely that it will follow a boom-car support. However, if 24-inch radius curves are used the overhang will not cause trouble unless the clearance beside the track is at its absolute minimum.

This makes an excellent static model beside the engine yard.

Drill capacity ¼ inch dia.

This machine is truly versatile and would be an asset to any model railway hobbyist. The quality of the lathe is first class and accuracy to .001 inch is claimed.

The only drawback appears to be the lack of calibration of the cross and longitudinal traverse which would result in the operator having to reset and measure carefully when doing repetition work.

This fault is common with all low priced modeller's lathes at present available.

OO/HO Travelling Crane

Airfix Constant Scale Construction Kits
Supplied by the Australian Agents:
Harris & White Pty. Ltd.
Price 7/3.

Another one of the plastic kits which has a place on any layout, and which lends itself to more than "just another assembly" job.

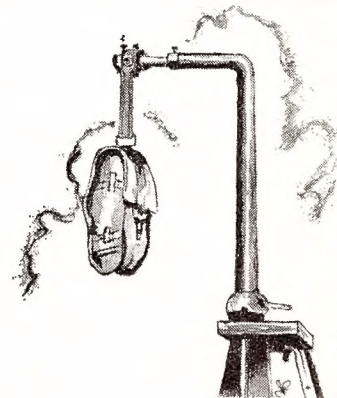
Like all plastic kits care must be taken with the application of the cement. All the parts fit very well although it was noticed that, probably due to packaging, the main support members were uneven and wobbled slightly.

If the crane is to be made operational — and it can — it is best to use a metal pulley on the jib and a metal hook and weight too. The cab is large enough to take a well known loco motor on its side and a suitable worm and gear to the cable drum.

Very fine copper wire can be attached to the supports when they are being assembled. Substitute brass wheels for the plastic rail ones to enable current pick-up. These may have to be made by hand or a TT pilot wheel used. Use fine cotton or copper wire between the platform posts for railings.

The colour is light grey and if smudged appropriately with lampblack this makes a fine model. As with most of the kits of this series the price is very reasonable.

MAIL BAG



BE BRIEF — ABOUT 100 WORDS

Sir,

As Membership Chairman for this Region, I wish to say that as a result of the recent Exhibition held in Sydney, the Region has gained more new members and your magazine more new readers. However, with an application form from one of these new members came a rather interesting letter. I shall not quote all of it, but the following gives some food for thought. I quote . . .

" . . . I am particularly interested in Standards, and was surprised on ringing Standards Association to find not only had they no N.M.R.A. (or A.M.R.A.) Standards to hand, but it had never even occurred to them that such things could exist. While one appreciates that some makers will only gradually, if ever, come into line of reason, it could be that other less arrogant manufacturers, planning sales for Australia, could get off to the right start.

"It should be made known to manufacturers that it would be regarded as a step in the right direction if their product bore some vague relationship to others, it would place the new train set owner — a potential serious modeller — in a much happier position over couplers, wheels, etc. Perhaps this is so much waste of time, but considering the number of quite expensive conversions that have gone through my workshop, so that an owner could use an English-made loco on some other stock and track, it would certainly improve matters if things were uniform. While many of us might prefer the attractive brass models, probably the vast majority of train owners are strictly low price proprietary users.

"While my time is by no means unlimited, I would be happy to undertake some simple administrative duties for the S.C.R. if at any time I could help.

"Yours sincerely,

"(Signed, Ralph Thomas) . . ."

I will not comment any further on this letter, but I am sure his last para. will be accepted.

F. A. MAXWELL,
North Ryde

Sir,

Would it be possible to have firms such as Tri-ang and other proprietary companies submit *early news* of forthcoming items? This can be the most interesting reading to the subscriber who may be battling to scratchbuild an item which will shortly issue at a fraction of what it costs handmade.

JIM UNDERWOOD,
Inverell, N.S.W.

Editorial...

Never has the model railway hobby been so popular. This was borne out when the huge crowds pushed through the doors of the Sydney Town Hall on September 27 and 28 last to attend the Model Railway Exhibition. The crush in the aisles was unbelievable and for a time the entry had to be restricted until some of the visitors had left.

What conclusions can we draw from a show that crammed 14,000 people into the hall in two short days? Firstly, that the hobby is much bigger than either the organisers or the trade realised. Secondly, that we can expect twice the attendance if the exhibition is staged again next year. This means that space for exhibiting will be in great demand.

No mention will be made here of the individual exhibitors. A pictorial review of some of them appears in the Scenic Route in this issue. However we feel that we must chide some well-known members of the trade who could have displayed their wares both to their own and the modelling fraternity's benefit. Perhaps we will see them on a future occasion.

What lessons can we learn? Next time the commercial stands will have to spend more money in making their displays tidier, easier to view and more dynamic. Nothing draws a potential customer more than an operating railway. The clubs have something to learn also. Firstly, operating layouts should be run as scale model railways, not as 200 mile an hour racetracks. Again clubs should provide literature telling all about their club facilities, meetings and conditions of membership. Finally, the committee must make provision for the effective display of the winning exhibits with large legible signs describing the entries.

The chairman, Keith Wall, and the other members of his committee are to be congratulated on the success of the exhibition and we sincerely trust that the Australian Model Railway Association will soon begin planning next year's show. We are sure that all modellers, clubs and societies and members of the trade will give them all the support that they need.

BEXLEY NORTH HOBBY CENTRE

14 SARSFIELD CIRCUIT

FOR . . .

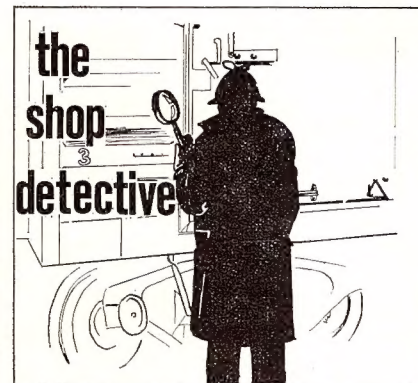
- SENTINEL POINTS — SHINOHARA POINTS & TRACK
- TRI-ANG — HORNBY — TYCO — RIVAROSS
- FLEISCHMANN — ATHEARN — LILIPUT — PLAYCRAFT
- PECO — SENTINEL — AIRFIX — ATLAS
- FALLER — KIBRI — SUPERQUICK — HOFFMAN
- TRI-ANG T.T. — TRUSCALE — KADEE — MERIT — MERTEN
- BOOKS — MAGAZINES — CATALOGUES

Enquiries from other areas and After Hours to

W. A. GOLDING

16 BORONIA STREET, BELFIELD, N.S.W.

Telephone: 642-2414



Polystyrene sheet in small pieces suitable for the scratch builder is available from Stewart Ward at North Shore Hobby Centre. Has quite a range of thicknesses from .010 inch with a price tag of from 2/- per piece Mac Titcher's is offering a U.S. prototype plan service for those of you who require loco plans for scratch building, plans are 5/- each Sydney Model Railroad Supplies have a number of new items. A range of loco detailing parts in lost wax brass casting by Valiant. Campbell's wood ties for the HO and HON3 fans — really a first class product. Ties are 8" x 4 1/2" x 8'0" for HO, and 6'0" for narrow gauge. A pack of 1000, enough for 20 feet of track costs 25/-. These are accurately cut and require very little sanding. Ken also has packs of 27-ft. long ties for turnouts, same price Looking for immigrants to populate your towns and staff your railroad? Well, be sure to call in at your hobby shop and see the Merten range, it's expanding all the time. They have railway personnel, trackside workers, skiers, old-timers — too many to list. TT figures also available From Kibri we have a most realistic post and rail fence of a type found on many Australian properties Same company produces a good line of modern fluorescent street light fittings. First saw these in Adelaide on the South Australian Model Railroad Club layout at the Exhibition, looked just right Austral Modelcraft of Brisbane has had difficulty in keeping up supplies of their very fine timber shapes, however, Clive is getting on top and you scratch builders can expect to obtain supplies promptly Clive has dimensioned strip wood and, possibly, channels set down for early production I received a set of 45 inch HON3 Kemtron drivers and track gauge from Mac Titchers.

They are first class components and are only part of a fine range kept by Mac Catalogues received from various sources include Fleischmann, Athearn and Tyco Just a spot of news, Peter Duckett of Model Dockyard is in Japan; he's promised good news on his return With Christmas coming on are you looking for a good train set to wean the offspring onto railroading? Hornby have a new goods train set, including loco, waggons, circle of two rail track, controller, all for just on £9-0-0

"REALISM IN MINIATURE"

FALLER

H0 Scale Model Railroad Accessories.

The world's finest range of super scale models of Continental and American locomotives, rolling stock, track and accessories.

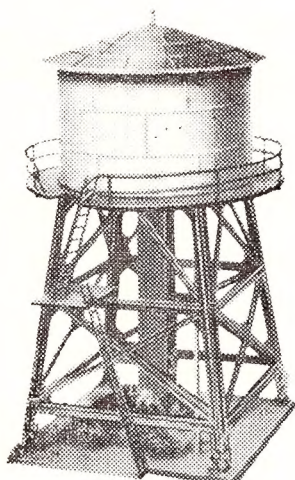
MADE IN W. GERMANY

Complete your layout with a selection of H0 scale buildings and models from the world's largest and best assortment of model railroad accessories — the famous "Faller" line.

Fleischmann

HO

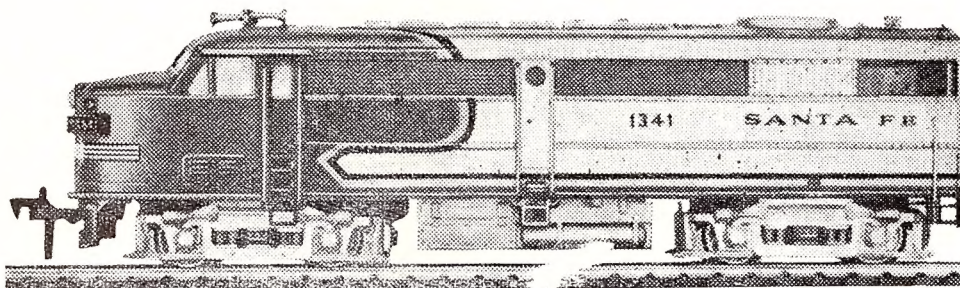
MODEL TRAINS



ANOTHER FALLER

Lineside Structure of detail par excellence—a must for all layouts. Readi Built or in Kit form.

SANTA FE
Alco Diesel
Electric Loco



Precision engineered with superb power and excellent detail. Naturally it is Fleischmann. Available all good Hobby Shops.

TRADE INQUIRIES — 374 Kent Street, Sydney

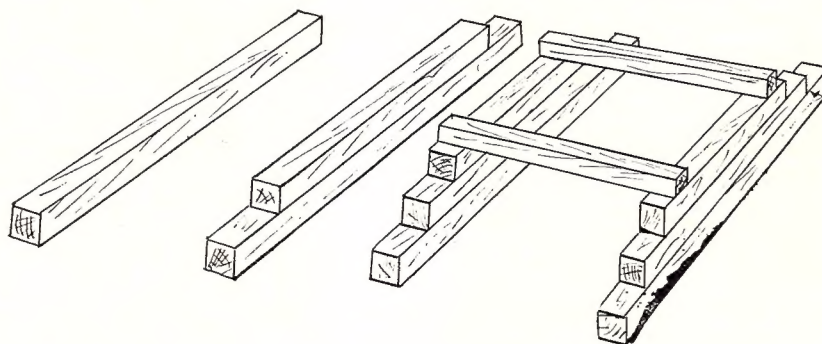
A SMALL CULVERT FOR YOUR LAY-OUT

By F. G. GILL

ONCE AGAIN AUSTRALIA'S WELL KNOWN STRUCTURE BUILDER
DESCRIBES AN EASY TO BUILD LINESIDE FEATURE THAT
WILL ADD TO THE REALITY OF YOUR LAYOUT.

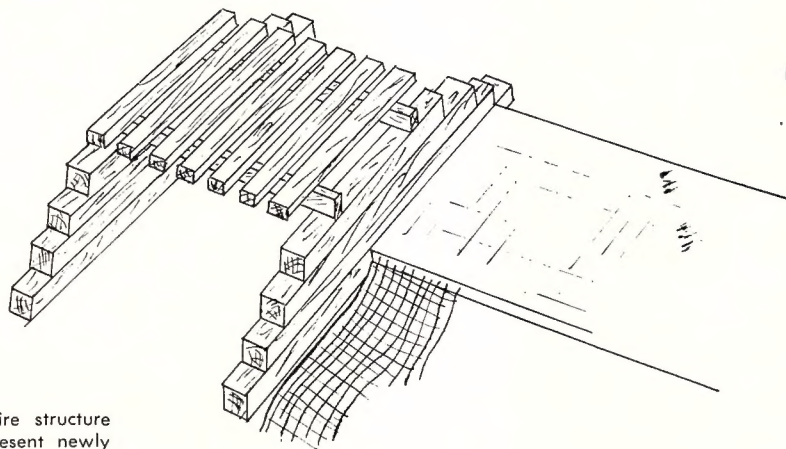
Cut scale 2' x 2' timbers
to length so each
one equals width
of fill

Build up two sides
by gluing timbers together . . .



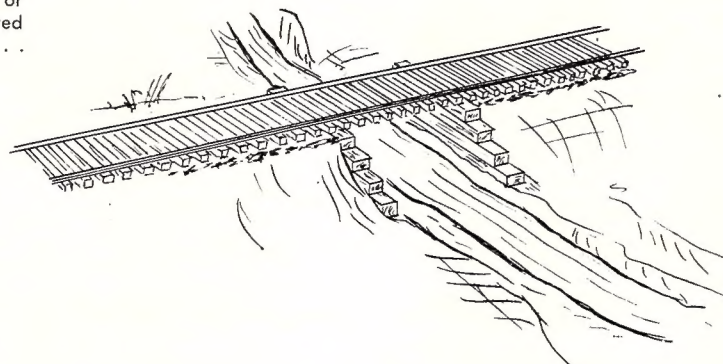
Add cross beams
to top of culvert
so a beam is under
. . . . each rail

Glue ties to
cross
beams



Build up road bed to edge of
culvert and tack screening to
. . . . both for gravel fill base

Paint entire structure
black to represent newly
creosoted timber, or
brown if weathered
appearance is wanted



. . . . lay track and ballast



HERE THEY ARE!
THE NEW LINE OF FREIGHT
CAR KITS EQUIPPED WITH
NEW "RP25"
BETTER ROLLING
BETTENDORF TRUCKS

SPEC. BOX CAR 40'	BESSEMER	1234	33/-
SPEC. BOX CAR 40'	ST. CLAIR BLUE WATER	1235	33/-
50' DOUBLE DOOR AUTO CAR	SOUTHERN	1318	33/-
50' FLAT CAR W/2 VANS	SO. PACIFIC: VANS, ACME	1408	40/-
50' FLAT CAR W/2 VANS	SANTA FE; VANS, NATIONAL	1409	40/-
THREE DOME TANK CAR	UNION STARCH	1505	36/-
CHEMICAL TANK CAR	CELANESE	1556	36/-
CHEMICAL TANK CAR	HOOKEE	1557	36/-
REFRIGERATOR CAR	HORMEL	1611	36/-
REFRIGERATOR CAR	NATIONAL DAIRY	1612	36/-
GONDOLA 50' FOOT	BURLINGTON	1648	30/-
HOPPER CAR	WESTERN MARYLAND	1757	30/-

YOUR RAILROAD NEEDS THESE NEW ITEMS JUST LANDED!

STANDARD PASSENGER CAR KITS or STREAMLINED PASSENGER CAR KITS

BAGGAGE MAIL, COACH, FULL-MAN or OBSERVATION in SANTA FE or B & O colours

all one price

39/3 ea. painted
 (35/6 unpainted)
 (52/6 painted w/lights)

NEW SNOW PLOUGH — 4 road names £2/5/0 per kit

NEW WORKING LEVEL CROSSING £2/5/0 per kit

We have the full range of Athearn Rolling Stock
 which is too large to list here. Write for the
NEW 1963 CATALOGUE

**Buy From Your Nearest Dealer
 or the**

Official Australian Distributors For Athearn Products

SYDNEY MODEL RAILROAD SUPPLIES

4 REES AVENUE, BELMORE, N.S.W.

'PHONE: 78 6645

Da Costa Books, 168 Grenfell St., Adelaide, Sth. Aust.

Vincent's Railways, 93 Station Street, Fairfield, Vic.

Webb's Sports Store, 188 Crown St., Wollongong, N.S.W.

The Toy Box, cnr. Falcon St. & Pacific Hwy., Crows Nest, N.S.W.

Bankstown Hobby Hut, 352 Chapel Rd., Bankstown, N.S.W.

North Shore Hobby Centre, 535 Pacific Highway, Mt. Colah, N.S.W.

George Berg's Hobby Shop, 111 Macquarie St., Parramatta, N.S.W.

THE LAYOUT THAT JACK BUILT

Jack Grierson searched for a long time before he found a plan that suited him and would match the size of the layout shed that he built behind his garage. The story below describes a layout which has been adapted from a plan on page 67 of A. C. Kalmbach's "Model Railroad Track and Layout". Read on to see how Jack constructed the North and South West Railway.

IT is composed of four sections each 10' x 3'6". These have been assembled and bolted together to form a rectangle 17' x 10' with a 3' x 10' operating space in the centre. The outside frames are constructed of 4" x 1" Oregon timber. Within these, spacers of 3" x 1" Oregon have been placed at 18" centres. All joints in each section are glued and screwed. To support the layout there are 28 legs of 2" x 2" timber screwed to the framework to eliminate any possibility of sagging.

After the framework was completed and the legs in place the job of laying the track supports was started. Half inch Pacific maple 5-ply was used. Because of its softness rail spikes can easily be pushed into it. Sheet cork 5/32" thick was cut and chamfered both edges to form the road bed, glued to the base board with Adfast rubber cement and left to dry overnight, under weights. When dry the road bed was given a coat of Adfast and stained balsa wood sleepers placed in position, after which the wet rubber cement was sprinkled with granulated cork ballast. When dry, the excess ballast was taken up with the vacuum cleaner.

Next, the ballast and sleepers were given a good coating of shellac dissolved in methylated spirits. This was to prevent ballast from being easily rubbed off.

Sleeper laying. A jig was made of a piece of flat timber about 3" long. Across this were glued lengths of balsa to represent the spaces between sleepers. Sleepers, cut to correct size from 1/16" balsa, were laid in these spaces and a length of cellulose tape was spread along the length of the jig and pressed down firmly onto the sleepers. When the length of tape was lifted, so were the sleepers, and they were easily transferred to their new position on

the wet glue on the track bed, with their centres along the centre line of the track.

To remove the tape after the sleepers were placed on the road bed the edge of a 1' steel rule was placed on the sleepers alongside the tape and the tape gently lifted away.

The balsa sleepers were found to be easily stained with walnut spirit stain before laying.

Rail Fixing. Peco nickel silver rail was then spiked in position to every fourth sleeper. About 200 feet of track with 20 hand-made 3' radius points were laid in this way. At this stage Peco "streamline" track came onto the market, so it was used for the remaining 150' with No. 6 Shinohara points. This considerably speeded up track laying.

Point Operation. Points are operated by P.M.G. type relays using 20 volts D.C. They are mounted underneath the base board with brackets screwed to the relay frame and then to the baseboard (see sketch). The angle of the armature on each relay was increased slightly and a piece of spring wire was soldered to it. Before fitting to the base board a small tension spring was placed over the spring wire which was passed through a 3/8" hole in the base board and then pushed through a hole in the end of the tie rod of the turnout. The relay was then moved about until the point blade was against the proper running rail with the armature in the operated position.

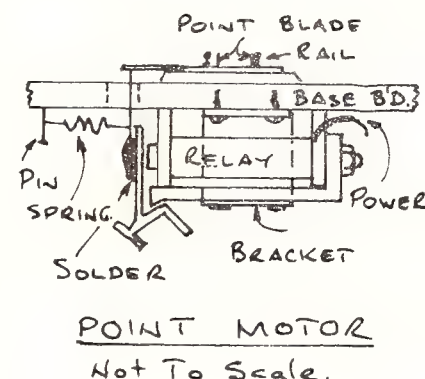
The relay was then fastened to the base board with round head screws. Any small adjustment was made by bending the spring wire backwards or forwards near its point of affixation to the armature. A panel pin was passed through the free end of the tension spring and the latter was stretched so that, with

the relay unoperated, the second point blade made firm contact with the second running rail. The pin was then driven into the base board.

The best tension was found by experiment; too much and the relay failed to operate properly; too little, the point blades would not return when power to the relay was removed. With 20 volts these relays really do snap shut. After a night's operation they are barely warm.

Joining Rail. Rail joiners are used at all joints and flexible wire is soldered to each rail passing down and up again through the base board to ensure good current transmission. Gaps for the blocks were made by driving two panel pins, about 1/8" apart, beside the rail, on the outside. The rail is soldered to the pins. A fine saw is used to cut the rail gap between the pins.

The space at rail joints allows for expansion and contraction.



Control Board. This is in the form of a diagram of all the tracks, a method which is not new to members. Each block is painted a different colour which matches the colour of the block switch which con-

trols it. The switches are ex-P.M.G. two-way toggles. Centre position is off. Over to the right puts the block under the control of power pack No. 1 and over to the left under No. 2.

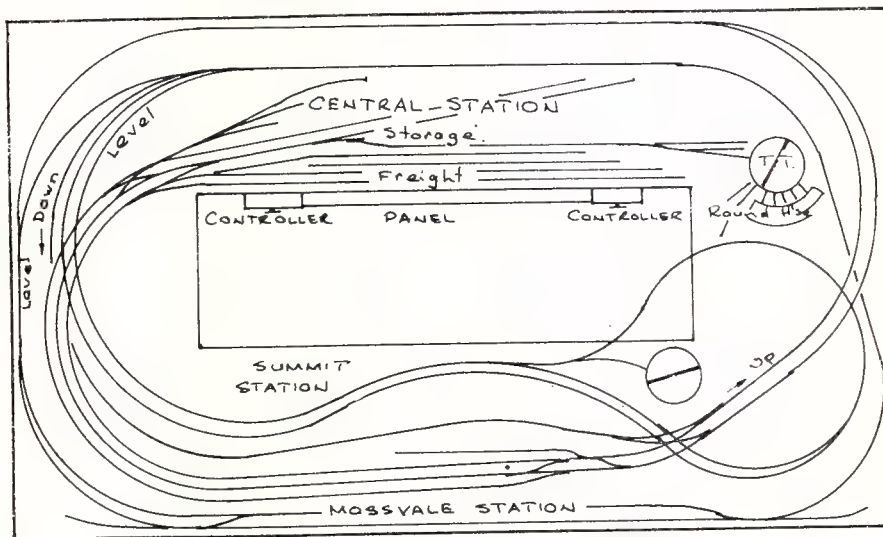
2-position rotary wafer switches control the turnouts; whichever way the knob points shows the road being used. Common earth return is used in all wiring. If you look at the layout plan you will see that the passenger stations are long enough for eight car sets of passenger locos. Nice long freight trains can also be run.

Rolling Stock. This is comprised of Tenshodo streamlined coaches, Tenshodo, Rivarossi, Athearn and a few scratch built freight cars.

Motive Power. This consists of six steam and four diesels of American prototype from Tenshodo, Tetsudo, and Rivarossi.

An effort is being made to model New South Wales Government Railways prototypes of which there are a Z18, a C38 and a C30 tank in the loco stud. Unfortunately, time

has not permitted the completion of any rolling stock but some freight and passenger stock are in the course of production.



TYCO-MANTUA LOCO KITS



MIKADO	- £9
PACIFIC	- £9
SHIFTER	- £5/15/-
0-4-0 TANK	- £5
F9 DIESEL	- £5/5/-

WE STOCK ALL FAMOUS BRANDS

TRIANG - TYCO - MARKLIN - ROKAL - HORNBY - TENSHODO
RIVAROSSII - PLAYCRAFT - FLEISCHMANN - ROUNDHOUSE



GP-30 WE HAVE THE LARGEST RANGE IN AUSTRALIA OF "ATHEARN" WHICH INCLUDES THE GP-30 AND ROLLING STOCK WITH RP-25 WHEELS

WHEELS & BOGIES

BIG RANGE INCLUDING Romford, Nucleo, Roundhouse and Ratio, in American types, NSWGR types, the Tenshodo Streamline etc etc

BUILDING KITS

From Superquick, Faller, Revell, Hoffman, Kibri, TruScale, Aristocraft, Rivarossi etc.
New Line from SuperQuick, Church with Spire 7/9

TRU-SCALE SCENIC MATERIALS - TREES
LICHEN IN ALL COLOURS - PAPERS ETC

KITMASTER These hard to get kits are all in stock, priced from 5/6 each.

Also a good range of Airfix B.R., Peco, Ratio, and Rivarossi 4-wheelers.

SAVE TIME! SAVE MONEY! ORDER BY MAIL

No matter where you live, be it Darwin or Cooktown or Geelong, we are as close to you as your nearest Mailbox - and - if the goods we send do not please you YOUR MONEY WILL BE CHEERFULLY REFUNDED.

ORDERS OVER £1 ARE POST FREE ANYWHERE IN AUSTRALIA.

TRACK IN YARD LENGTHS

PECO STREAMLINE	- 10/6
GEM TT	- 10/6
SHINOHARA N.S.	- 10/6
SHINOHARA Brass	- 9/6
EXPRESSWAY N.S.	- 8/6
EXPRESSWAY Brass	- 6/6

TURNOUTS & POINTS

SHINOHARA	PECO
No. 4 - 17/6	24" radius
No. 6 - 18/6	27/6
No. 8 - 20/6	GEM TT
3-way - 32/-	21/6
Trailing X-overs	- 50/-
15v. Kiewi Point Motors	are only 14/6
These are good value!	

SPECIAL OFFER

N.S.W. C38 CLASS LOCO.....
CHASSIS & MOTOR Complete..
with full valve gear etc.,
and ready to roll. 12 mths.
guarantee - ONLY £8/10/-
Bodies will be available
Later

Have you seen the "Sentinel" New Australian
August Shorn Merinos packet of 6 for 5/-

**UNIVERSAL
HOBBIE SUPPLIES** a unit of—
(reg.)

THE TOYBOX
3 Falcon Street,
Crows Nest N.S.W.

You name it! We have it!

MANTUA LIGHTING

Street Lights, pr. 14/3
Flourescent and
Mercury, pair.. 14/3
Spotlight Tower
2 Light yard twr 21/6
4 Light yard twr 29/6
Blinking Micro
Tower at..... 21/6

COLOUR LIGHT SIGNALS
- 2-aspect, each 8/6
- 3-aspect, each 9/6

GRAIN O'WHEAT BULBS

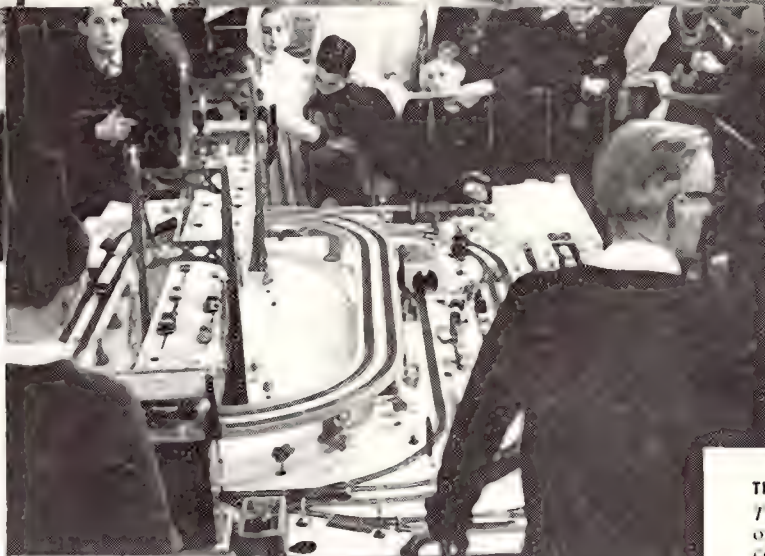
All types, only 1/6

QUICKPEDE LOCO REPAIRS

FULLY GUARANTEED BY
AND CARRIED OUT BY EXP-
ERT TRADESMEN AT THE
MOST SENSIBLE PRICES...
ALL BRANDS SERVICED.
Trade Enquiries Invited



the scenic route

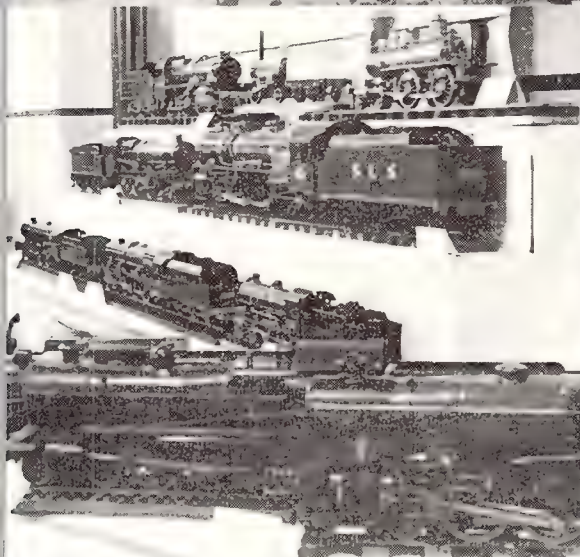


Here is an opportunity for readers to submit photo stories of their layouts. Send glossy 5" x 4" prints to The Editor, S.C.R. Publications, 189 Homer St., Earlwood, N.S.W. Unused prints will be returned if accompanied by a stamped self-addressed envelope.



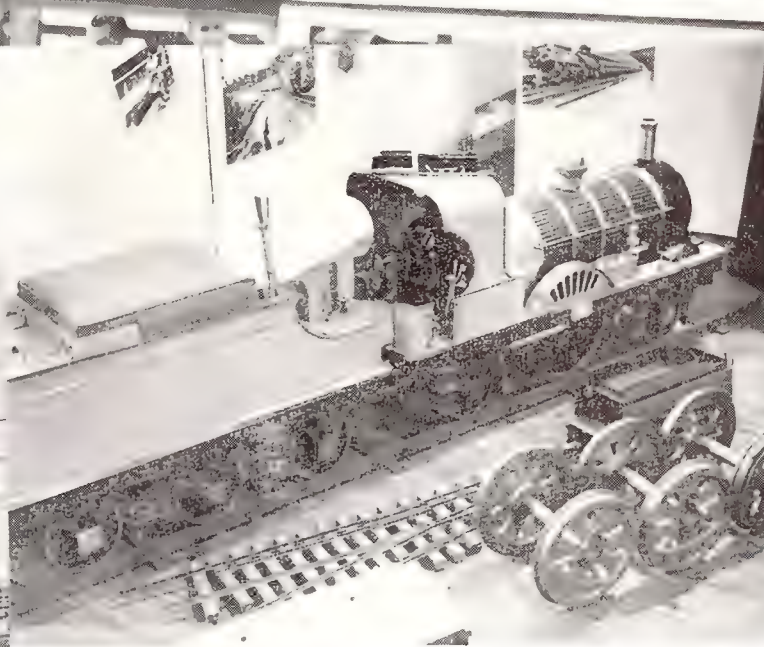
THE MODEL RAILWAY

Top, L to R: (1) The layout by J. Dunn and C. Lovett on a coffee table layout on the table. Centre, L to R: (1) The layout by J. Dunn and C. Lovett on a coffee table layout on the table. Bottom, L to R: (1) The layout by the Tyco agent J. Lovett and H. Warren on a coffee table layout on the table.



TION, SYDNEY TOWN HALL, SEPTEMBER 27 & 28, 1963

of the South Pacific Electric Railway Coop. Soc. (2) Lay-
is featuring Marklin and Fleischmann. (3) The Editor's
M.R.A. Stand. (4) N.S.W. Steam Tram & Railway Preser-
(1) The stand of E. G. Page & Co. showing Hornby
h Hornby Acho. (2) Live steam locos of the members of
motive Soc. (3) Some of the models entered in the comp-
p for the Best Model in the Show is in the centre.
bler proudly showing off his club's layout. (2) Trade lay-
den Distributors Pty. Ltd. (3) Committee members B.
s a problem on the A.M.R.A. stand. (4) Models displayed
e Sydney Soc. of Model Engineers.



ALICE — THE END AND THE BEGINNING

By
JOHN
McCARTHY



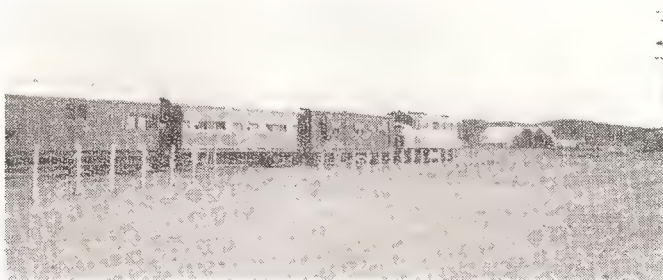
John McCarthy, a member of NMRA, has lived for a number of years in Alice Springs. He gives this brief but interesting account of the railway terminal in this isolated town of the Northern Territory.

The railway line reached Alice Springs from the previous railhead, Oodnadatta, in 1929 and the first train carrying passengers arrived at Alice Springs from Port Augusta, South Australia, in the August of that year. I understand that for some years the train was a fortnightly event — and some event too. The whole population of some 40 souls — the aboriginals were not counted in those days — turned out to meet the train. The trains of those days, and also now, consisted of a combined freight and passenger outfit. In the early years cattle trucks were very often hooked on to a train and all proceeded merrily on the way across the great open spaces. Cattle trains are now just that.

A huge tonnage of freight of all types, in and out, is handled by the Alice Springs station staff. It is the railhead for almost the entire Northern Territory, a fleet of road transports lifting freight for all the Northern portion of the Territory and even at times for Mount Isa, a distance of 760 miles by road from Alice Springs. The mines at Tennant Creek transport almost all their mineral products to Alice Springs railway yards for shipment to the South and, of course, it is the main shipping point for cattle, there being a total of 149,000 sent out for the 12 months ending 30/6/62, and it was not a particularly good year for cattle in Central Australia.

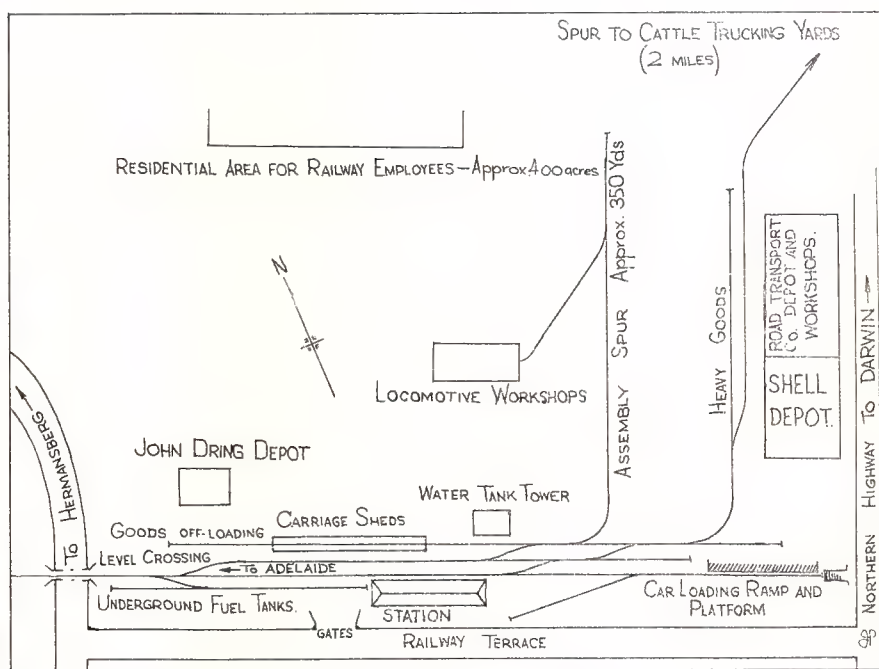
I was not able to ascertain with

any degree of accuracy the track composite of the terminal, but the enclosed sketch is fairly close to the layout of the yards and passenger and administrative buildings. I have ascertained that there are no derelict locomotives or rolling stock lying about the area. A steam locomotive is kept here in a serviceable condition, for use in the event of the diesel electric locomotives of the scheduled trains becoming flood-bound at Finke, a township and siding about 170 miles south of Alice. The Finke River bed is the railway bed, and when the river floods the steam locomotive has to trundle down and haul the consist to Alice. (See photo page 25, August-September issue.) For information, the



changeover is quite a show; the diesel locos push the train across the river and the steamer hooks on and the diesel drops off. The procedure is reversed if the river flows long enough to warrant the operation.

Another point that may be of interest — there are no platforms



on the Central Australian Railways sidings and stations. C.P.R. and American system of steps on the passenger cars and one walks onto

the side track. There is generally a structure where one can shelter from the rare rain or the almost ever prevailing sun.

For perfection in railroading BUY these brands

Liliput

Offer you a wide range of Rolling Stock in True to Scale designs — all models are beautifully detailed and are fitted with needle bearing for smooth and silent running.

MERTEN

For hand painted realistic models suitable for all types of layout. These figures are available in sitting, standing positions, single or in groups. All types of animals and scenes also available.

kibri

Kits complete all layouts. Perfect scale models, easily assembled.

ASK YOUR LOCAL HOBBY SHOP STOCKISTS TO SHOW THIS RANGE!

TRADE
ENQUIRIES

WILKINSON BEALE & TINDLEY Pty. Ltd.

204 Clarence St., Sydney,
N.S.W. — Tel.: BX 6342

BACK NUMBERS OF THE "BOOSTER" ARE AVAILABLE AS FOLLOWS:

May, 1959: Research on couplers; Lower quadrant semaphore signals; A Test Track.

September, 1960: Queensland Railways 4-8-0 Locomotive; Layout Page.

February, 1962: Diesel Photo Issue; Review Fleischmann Mogul; Giant Engineering Section.

April, 1962: Six Pages Scale Plans; Narrow Gauge; Power House for a Roundhouse.

October, 1962: The Finden Branch; Book Reviews; Weatherboards.

December, 1962: Tunnel Mouths; The Denver & Rio Grande; Making a Point Frog.

All these back issues are selling for 1/6 per copy. A full collection of past "Boosters" forms an invaluable reference library for all aspects of model railroading.

Please include postage: 1 copy, 5d.; thence 3d. per copy.

S.C.R. PUBLICATIONS, 189 HOMER ST., EARLWOOD, N.S.W.

Trade Inquiries are invited

for a wide range of Model Railway and Railroad products from England, the Continent, the U.S.A. and Australia, which includes many well-known brands: Peco, Rivarossi, Gem, Roundhouse, Sentinel, Selleys, S&B, Erg, Modelcraft, Nucro, Airfix, Kitmaster, Romford, Hamblings, Bilteezi, SuperQuick, Tri-ang Spares, Mainline and etc. Books, magazines, fine screws, tools and adhesives are regularly in stock.

AUSTRALIAN MODEL CRAFT CO.

P.O. Box 118, Albury, N.S.W. — Australia

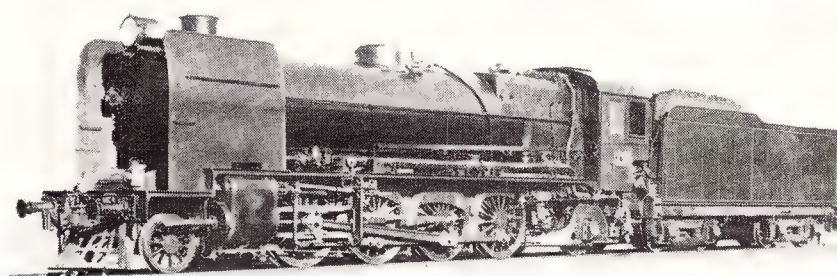
Members of the Southern Cross Region of the N.M.R.A. receive this magazine free.
JOIN NOW!

JOIN THE N.M.R.A.

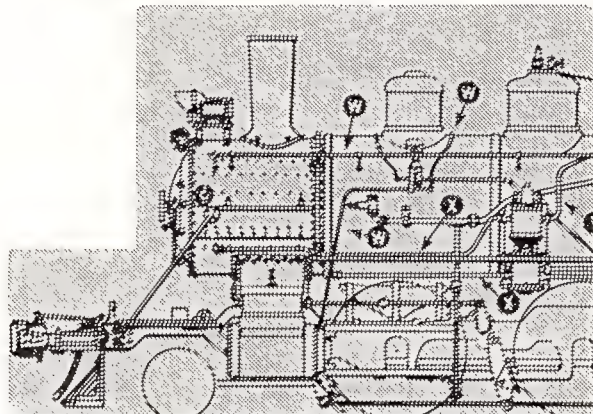
and get helpful monthly bulletins, data sheets, year book and also every issue of the Australasian Model Railroad Magazine.

Send £2 NOW to the Treasurer—

R. A. SIDDALL,
35 Myrtle Road,
HAMPTON, Victoria.



FOR THE PROTOTYPE FAN: "X" Class 2-8-2 Mikado Locomotive of the Victorian Railways.
Official V.R. Photo.



LIFTING RING? CIRCUS DECAL? PILE OF JUNK? SAND DOME? PILOT? PULLEY SET? GEARBOX? GP30? LOCO PLAN? TRANSISTORISED CONTROLLER? HAND TAP? TWIST DRILL? BRASS ROD? DERMIC OILER? STEAM LOCO CYCLOPEDIA? LOWMAC? WATER SCOOP SET? EPOXY GLUE? VOLTMETER? CATTLE RAMP? OIL TANK? COLOUR FILM? TRAIN SET FOR XMAS?

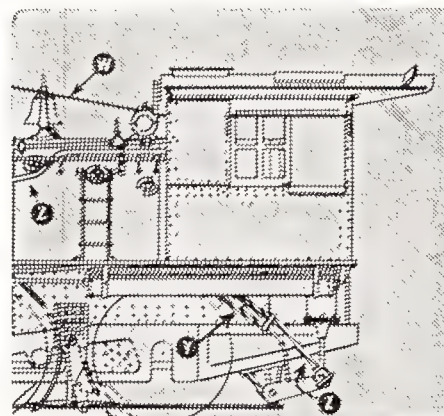
AND NOW — Stereo & Mono Records of Railroading Sounds, 57/6 ea. including "STEAM RAILROADING UNDER THUNDERING SKIES" & "HIGHBALL".

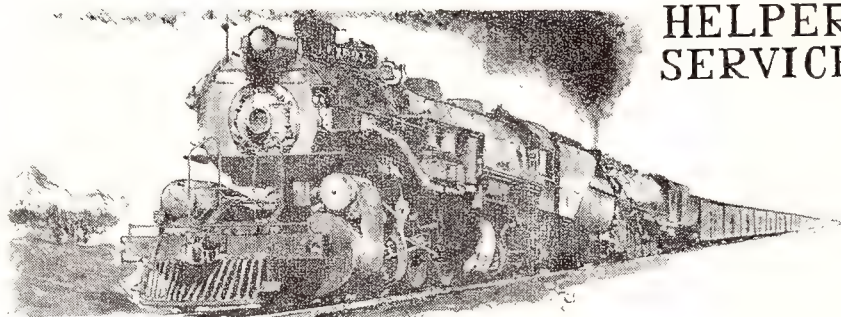
TITCHER'S HOBBIES

309 LONSDALE ST., DANDENONG, VICTORIA
Phone 79 2055 — Mail Orders Welcomed

DID YOU KNOW That Titcher's Hobbies can supply you with a

. . . . LOG BUGGY? WATER SPOUT? SOLDER PAINT? TRESTLE BRIDGE? COAL PUSHER? HARP SWITCH? HAYES DERAILER? CORRUGATED SHEET? THERMAL CUTOUT? DIAPHRAGM? BOTTLE OF MUD? ERIE TRIPLEX? YARD TOOL CART? SCALE RULE? GOULD STEAM FIRE ENGINE? BLACK BART MINE? COOLING COIL? BUILDER'S PLATE?





HELPER SERVICE

Modellers. What are your problems? Write to this magazine and we will endeavour to put you on the right track.

Q.: What would you recommend as the most expedient method of converting a Marklin loco. to standard two-rail 12/15 volt D.C. operation, presuming that purely mechanical aspects of insulating wheels — and providing wheel pick-ups in the case of a tank engine with no bogie wheels — can be carried out?

If alteration of loco. wiring is proposed, would it be possible to include a wiring diagram? It's assumed that in the case of tender unit or bogie diesel, that pick-ups would not be used, but the current derived from alternative wheel sets. —R.T.

A.: Refer to Fig. 1 which is a typical Marklin loco circuit before conversion. The exact circuits of Marklin locos vary a bit. Some relays have an extra contact which breaks the power while the reversing operation is in progress. This prevents "jack rabbiting". Some have quite an involved head and tail lamp set-up. After conversion all finish up with the circuit shown in Fig. 2. The small spark suppression coil is only a few turns of heavy copper wire with a piece of insulating tubing slipped over it. It does not matter which brush lead it is in or on. It will O.K. in its original spot. The condenser looks like a small button with a couple of wires coming out of it. It goes from one brush to the frame of the latter.

There are quite a few half wave rectifiers available from disposals rated at 25V or so and a current of 0.5 to 1 amp. These are all right but are only suitable for tender locos. Fleischmann rectifiers, catalogue no. 519 can be used. If the green metal cover is discarded and the blue painted rectifier re-

moved from the insulated base (with the terminals on it), two can be mounted, that is soldered, on a tag strip glued inside the loco frame in the space where the relay used to be.

We have been using silicone diodes recently. They are small and are rated at $\frac{1}{2}$ amp. This may sound a bit low but a converted loco does not have the continuous current drain of the relay coil to satisfy. Suitable diodes are types OA210, IN440B, IN441B, IN442B, IN443B, IN537, IN538, IN539, IN540, IN547, IN1095. There are quite a few others of different makes. The first is made by Mullard. The rest by Amalgamated Wireless Valve Co. Pty. Ltd.

The sequence of operations to convert a loco are: Remove body and identify leads. Carefully unsolder leads to relay and lamps. Remove relay — mounting screw is at one end. Install tag strip to hold rectifiers. This may be held in place with Araldite. If so, do not forget you may need a wire to the frame as the mounting tag will now be insulated.

Now wire according to Fig. 2. We are not in favour of using the wheels as pick-ups except on tender locos where an insulated drawbar can be provided. We have used a two-rail, pick-up shoe made from a modified Tri-ang or Fleischmann shoe bearing on the inside of the insulated wheels. Marklin wheels are a press fit. Spares are usually available from Marklin dealers if you should spoil one. A piece of knitting needle can be used as the insulator. A fibre washer should be placed behind the wheel so that it cannot short to the frame.

The wheels on the side away from the spur gears are removed and insulated. The two rail shoe is fitted as mentioned above.

Your Mail Order Specialists
for quick mail parcels, well packed. Orders over £1 are Post Free. Many well-known brands in stock. Main stocks cater for man who buys-a-bit and makes-a-bit.
Full Price List (Post Paid), 1/6d.
PACEMAKER MODEL ENGINEERING SUPPLIES
P.O. Box 9, Albury, N.S.W.

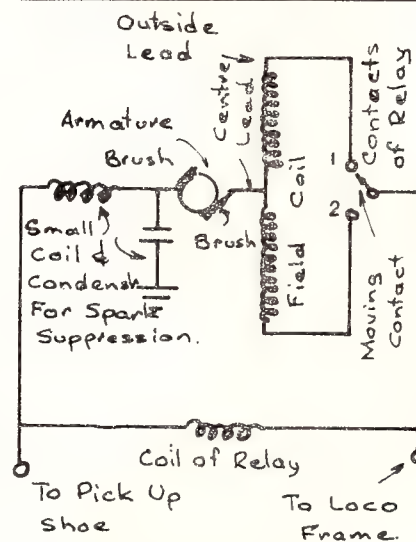


FIG 1:- Typical MARKLIN Loco Before Conversion.

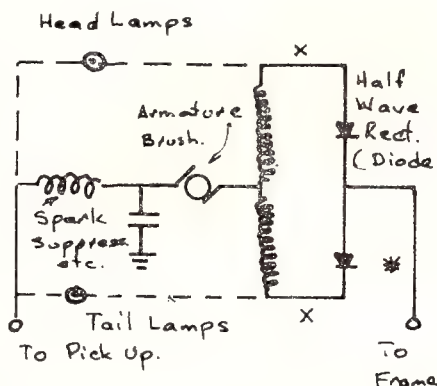


FIG. 2:- Typical MARKLIN Loco After Conversion
X Reverse Diode Leads if Loco Moves in Wrong Direction.

*In Electric Loco's where one side of the lamp is earthed the Right Hand Lead has to go to the pick up shoe and the Diodes insulated from the frame on a tag strip

HELPER SERVICE (Cont.)

Q.: Do you know of any model shop in Australia (preferably in Victoria) which stocks buildings, houses, shops, etc., in TT scale (such as Faller in HO/OO)? I would like to know the name and address of such a shop and also the price of a catalogue.—B.F.

A.: We have seen on odd occasions structures which are smaller than HO scale which would be suitable for TT but have forgotten who made them. This is a case where readers could come to our rescue. Can anyone help?

Q.: What is the best way to clean brass locomotives to remove finger marks and grease, etc., prior to painting?—B.L.

A.: We ran an article on painting locos in the June 1962 issue of the Booster which described a method for preparing locos for painting. Remove motor, wheels, valve gear, light fittings, drawbar assembly and any other parts likely to be damaged. Place the brass parts in a solution made up of one part of Deoxidine (made by BALM and obtainable in 16oz. bottles at hardware stores) in three parts of water. Leave for 30 minutes and then remove and wash in warm water and detergent using an old toothbrush to clean all crevices, etc. Dry thoroughly and proceed to paint.

FIRST IN AUSTRALIA!

STEAM LOCO CUFF LINKS/ TIE-BAR



FOR THE ENTHUSIAST! Handsome matching set, gold plated cuff links and tie bar, embossed in black with **N.S.W.R. streamlined 38 class**. An ideal gift, attractively boxed. Available at a special price — cuff links 22/6, tie bar 13/3. As a set 31/-. All prices include packaging and postage.

Please forward me:

..... sets cuff links tie bars

..... sets cuff links and tie bars.

NAME.....

ADDRESS.....

"A.M.R."

STEAM PRODUCTS, 37 Peronne Av., Clontarf

A MOST UNUSUAL THING!

Something For Nothing

The Editor was having a clean-up the other day and he came across a bundle of paper in the bottom of a box. At first he was going to burn them but he then realised that many modellers love to decorate their train rooms, dens, etc. with photographs and plans of locomotives.

Listed below are the sheets available. All you do to secure a set is to send your name and address and one 5d. and two 1d. stamps to cover postage and envelope. Old Booster readers need not apply unless they want to keep their old magazines intact. New readers have never seen these and some of the photos are really beautiful.

Plans

Q.R. Class C16 Locomotive.
V.R. B.P. Box Wagon.
N.S.W.G.R. Code S.G. State Car.
N.S.W.G.R. 40' Bogie Open Wagon.*

The "Southern Aurora" — complete plans, 7 in all, of the cars which make up this famous train.

Photos

A Parade of Victorian Steam Locos — 6 in all.*

The Story of the famous "Fish" — old and new.

4 Fine Photos of N.S.W. Diesel Locos.

Full page shots of N.S.W. C36, C38, D58 and D60 Locos — power at its best.

10 Photos of Queensland locos — every one a collector's item.

(* Only a few available.)

SUBSCRIBE NOW!

SUBSCRIPTION 15/- POST FREE

from

S.C.R. PUBLICATIONS, 189 Homer St., Earlwood - N.S.W.

or order from your Local Newsagent

Books for Model Railroaders

Famous Kalmbach Publications

BUILD YOUR OWN MODEL CARS AND LOCOMOTIVES
EASY-TO-BUILD MODEL RAILROAD STRUCTURES
HO RAILROAD THAT GROWS
SMALL RAILROADS YOU CAN BUILD

Price: 10/6d. each, post free.

HO PRIMER, by Linn H. Westcott
HOW TO WIRE YOUR MODEL RAILROAD, by Linn H. Westcott
101 TRACK PLANS, by Linn H. Westcott
PRACTICAL GUIDE TO MODEL RAILROADING
SCENERY FOR MODEL RAILROADS

Price: 21/- each, post free.

If you are not already on our mailing list, send 5d. stamp now for current list of books on railways, tramways, trolley buses, buses, model railways, etc., from Australia, United Kingdom and U.S.A.

TRACTION PUBLICATIONS

P.O. BOX 438, CANBERRA CITY, A.C.T.
(full name of post office must be used)

LOOK FOR OUR STAND AT THE MODEL RAILWAY EXHIBITION

SCENICING YOUR MODEL RAILROAD

By
John Wheeler

In response to many phone calls, letters and visitors I again take pen to paper and discuss the most important subject of producing better scenery on your layout.

A layout without scenery is just like a loco without a cab. It will operate all right but it certainly won't look much like a loco. Your layout will operate and for a while your imagination will replace the scenery but after a while this will fade away until you get bored with the whole thing. Once you have tried building, and it's not hard, you will find it the most fascinating part of railroading.

Before beginning you should sit down and think out what type of scenery you require to create. Is it to be an oldtime logging or mining railway or perhaps oil, industry or farming is to be the revenue producer. Once this is determined and your thinking is complete, I suggest you rethink the scenery out on your layout, first in your mind and then, with aid of screwed up newspaper and thumb tacks, you can create roughly a general mock-up of the scene. One point at this stage: don't try to crowd too



much into the available space. For example it would look a bit silly to try to include Central Station in Sydney, complete with clock tower and yards, in a 6' x 3' layout. It is better to have too little rather than too much.



Finally, make sure that all your scenes fit in with each other; for instance if your railway is, say, 8' x 4', don't have western N.S.W. country scenery at one end and a dockside scene of Darling Harbour at the other end. It would be far better to keep your view confined to a section of the route by selecting two junctions or major towns and modelling the trackage in between.

Having planned and then mocked up a facsimile we are now ready to take the steps of creating mountains, valleys, rivers, etc. Don't be surprised if you make alterations to the original plan as you progress; in fact, if you don't then you are pretty good at thinking. I am always changing my mind. I may see a photo in a book or magazine that I like and think it will fit, so a change is made.

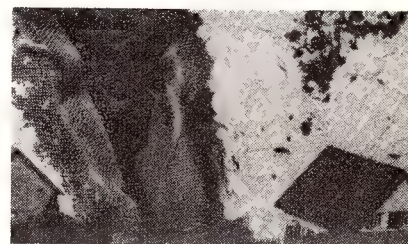
Here's an example. At present I am adding an HON3 logging line to the layout and last week I was visiting one of Sydney's hobby shops and was shown a new publication. On the last page was a honey of a mountainous scene — just what I wanted — so another alteration is being thought into place.

Perhaps the question most asked of me is, "What is the best method of building scenery, painting, etc.?" The only answer that I can give is, "Use the method that suits you best and produces the most realistic result."

I have seen some very fine results with papier mache, with plaster of Paris or even with cement and real earth. All have produced railways I would have been proud to own. However I have tried most of

these without much success. Therefore I say again, "Use the method that suits your individual talents."

I will now briefly outline my methods of creating scenery and some illustrations of the results are produced for your perusal. I use a very slow drying texture plaster material with fly screen wire as a base.



Firstly, it is necessary to provide a certain number of supports for the wire mesh. Some should be permanent whilst others may be temporary. In all the scenes illustrated there would not be more than two permanent supports in any one area and in some there are none. However there would have been up to half a dozen temporary ones fitted.

Well, having gathered together a few supports next cut out a piece of screen. (I would use the aluminium kind so that I don't get rusting later.) Make it a little on the big size for preference. Crumple the wire into a tight ball and then open it out again. Now comes the fixing. I cut all my track base boards 2½" wide and the cork ballast bed is 1½" wide, giving me ½" each side to affix my screen wire. Tack it down with small brads; I use ⅛" bootmakers tacks for this job.

SERVICING YOUR MODEL RAILROAD (Cont.)

Next, fit props under the places where you want mountains. Shape the wire to the contours required. Note that you may have to slit the mesh in places, even cutting out wedge shaped pieces to get a tapered effect. I suggest you lace up these slits with individual strands of wire. Once the wire is fixed in place you can mould it to suit the special contours you may require, such as gullies, cuttings or overhangs. Pushing and pinching the



wire will in most cases give the right effect. Sometimes the addition of pieces of timber, match boxes, pieces of cork or even rock will be needed to give bulk to a particular feature. I have a number of slabs of old insulation cork which provides me with very useful granite rock outcrops. Broken pieces of Caneite set in plaster and coated with a very thin wash of plaster make excellent limestone or slate outcrops.

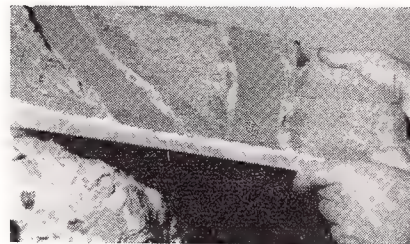
Right. We now have our mesh in

place and have placed the supports underneath. Keep a couple of extras handy for as the plaster may get heavy in places they may be needed to prevent sagging. Next we'll mix a bowl of plaster. I use a material called Artex. This is a powdered texturing material and can be bought in various quantities. The 56lb bag costs about 51/- and is obtainable from G. P. Embelton of Sydney or Melbourne. Queenslanders may obtain same from Campbells in Creek Street, Brisbane. Mix plenty as it takes up to 12 hours in summer and a couple of days in winter to dry out. The consistency should be akin to a stiff scone mix. Using a spatula, ladle it on the mesh and smooth it out with the blade. When the whole area is covered leave it for, say, half an hour. Now with a damp 1" paint brush stipple the whole area to get rid of the blade marks. Now start carving the rock detail. On every occasion you should study rock formations. The main thing is not to carve too much, the amount depends on the rock formation. To carve use a scribe or even a nail.

It will be necessary to go over your cuts a few times in the first two or three hours as they will tend to fill in whilst the plaster is very wet. The end result is non-sharp edges which look very realistic.

I suggest that in summer you do not plaster in very hot weather. Leave it until the evening when it is cooler. The trouble is that a dry

skin tends to form which makes carving difficult. Winter's problem is the reverse; drying is very slow and the moisture comes to the surface and remains there for days. If care is not take unexpected landslides occur.



When the plaster is first applied to the mesh is the time to insert any filler blocks needed for special features. One can alternately set them in place with a small amount of the plaster and allow it to set before proceeding with the main covering layer.

Points to watch. Dip your knife in water if plaster begins to stick. Same with brushes, but don't use them too wet as the plaster will absorb and begin to run. Take your time, don't overcarve, don't be afraid to cover over and start again. Copy Nature. If you're a photographer take plenty of shots of interesting rock and cutting formations, and use these while modelling. The illustrations show some of these points. Next issue we will describe painting and detailing the finished plasterwork.

FOR . . .

TYCO - ATHEARN - FLEISCHMANN

TRI-ANG - HORNBY - PLAYCRAFT

VISIT

PECO - SHINOHARA - FORMOWAY

THE . . .

FALLER - AIRFIX - REVELL, etc.

ROUNDHOUSE of HORNSBY

Edgeworth David Ave., Hornsby, Sydney, N.S.W. Ph. JU3997

Also C38, UNITED, AKANE, LOCOS etc. available

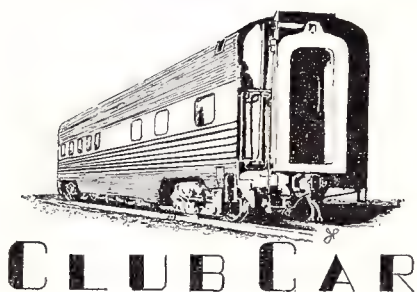
MAIL ORDERS ACCEPTED

Proprietors:

A. I. DOWMAN, K. G. BOWEN

After hours:

12 Church St., Mt. Kuring-gai — JU9074



To Club Officers: These pages are available for the dissemination of news about your societies. Brief news about activities will be welcome for these pages. Closing date is fifteenth of month prior to month of issue.

N.M.R.A. ACTIVITIES

Eastern Division

The meeting of 6th July was convened at the home of John Wheeler and attended by 13 members and visitors. Following the resignation of Lyn Russell as Eastern Division Representative the SCR President, Basil Hammersley, asked for volunteers for the position which resulted in John Parker being elected. It was decided to inaugurate a voluntary contribution system of two shillings per head at each meeting. Its purpose is to help finance the purchase of trophies for Model Railroad Exhibitions in which the NMRA is represented.

Following an enjoyable afternoon tea provided by Mrs. Wheeler, John gave an interesting demonstration of scenic modelling using "Artex" texture paint and colours in oils. The day was rounded off with a demonstration of John's scratch-built transistorised throttle.

The following meeting held at Bob Gorrell's residence on the 3rd August and was attended by twelve members and visitors.

Bob entertained us with his "Round the Wall" layout as featured in the previous edition of the "AMRM".

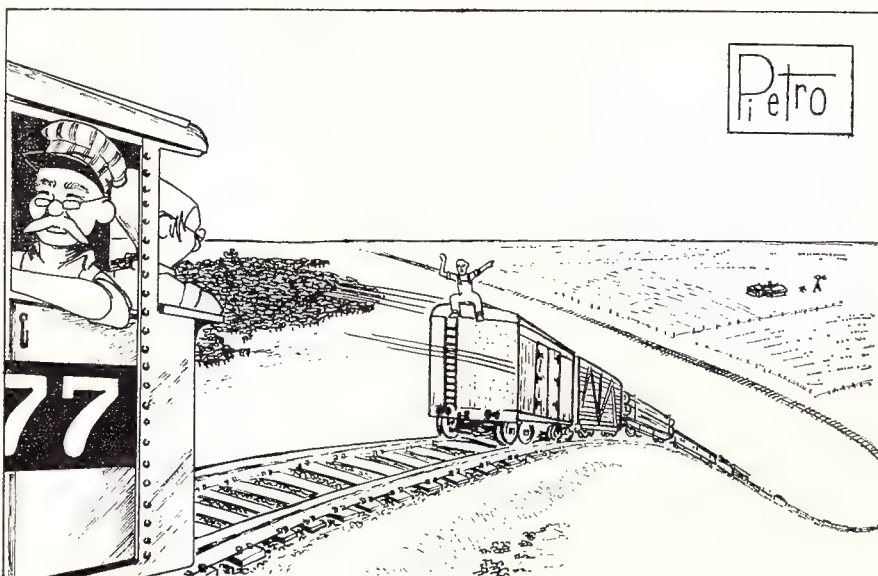
The afternoon was spent admiring Bob's equipment and listening to railway recordings on Bob's stereogram. Among several subjects discussed was the AMRM stand at The Model Railway Exhibition in the Sydney Town Hall. A vote of thanks goes to Bob's parents who provided a very delightful afternoon tea.

A meeting was held at Tim Moss's home on 7th September and there were 23 members and visitors present. Operation on Tim's extensive layout provided all with an enjoyable afternoon.

October's meeting was convened at Derek Bradbury's home at Blaxland. Derek is to be congratulated on the beautiful benchwork which he has constructed for his layout. The visitors all agreed that it is a pity to see it eventually covered with scenery. However, photographs are being taken of the various stages and these may appear in later issues of this paper. Mrs. Bradbury rounded off a good meeting by providing a delightful afternoon tea.

Members of this division are looking forward to the next meeting. The December one will be held on Saturday 11th at 2.00 p.m. at Bruce Allcock's home, 11 Taunton Road, Hurstville.

SANDBOX SAM



"I told you we'd make it, Sam, and with thirty cars behind us, too!"

Southern Division

August meeting in Melbourne was signalled as a "Suburban Steam" trip, organised by the Australian Railway Historical Society. Leaving Spencer St., around 1.00, the train of wooden coaches, some 80 years old and all interesting examples of superseded designs, headed through Flinders St. and out to Burnley. And back through the suburbs to Altona. In fact the seven coach train hauled by an A2-ten-wheeler and the last of its class to run, must be the first steam train to ever pass the post-war housing developments. Its distinctive steam whistle, or really steam roar, drew crowds all round.

The first Saturday in September saw the regular meeting moved to Davie Jamieson's home for a discussion of operations for model railroads. Using published articles as a basis of comparison, we had both sides arguing on whether card system operation increases interest in railroading.

Southern Division holds meetings regularly on the first Saturday of each month. Ring Russ Siddall for location of next meeting.

Central Division

Future meetings will be held as follow:

November 13, R. Gillies, 96 Cremorne Street, Unley; December 11, J. Trelease, 7 Milton Avenue, Fullarton Estate, January 22, Dr. M. Wallace, 27 Ontario Ave., Panorama.

Sunshine State Division (Queensland)

The division meets on the second Saturday of each month at the homes of various members, meetings starting at 2 p.m., visitors most welcome.

Coming meetings and other dates of interest are November 9 at the home of Mr. G. Gilby, 33 Paragon St., Yeerongpilly; November 18-23: Brisbane Model Railway Exhibition, Lower Hall, Brisbane City Hall; December 14, Xmas Party at the home of Div. Secretary, Mr. D. Sheehan, 68 Mearns St., Fairfield.

For further information consult the lat-

ter or the Division Public Relations Officer, Mr. G. Anderson, 6 Yaralla St., Chermide.

OTHER CLUBS

THE AUCKLAND METROPOLITAN MODEL

RAILWAY CLUB. Secretary: W. Cunningham, P.O. Box 5883, Auckland, N.Z.

The date of the annual exhibition as mentioned in last issue has been changed to the 6th and 7th of December because the general election for a new government is being held on the 29th and 30th of November. This will be the third exhibition the club has held and will be in the Unity Hall, Queen St., Auckland. The club meets on the first and third Tuesdays of each month as well as having a test track, there are several group layouts under construction. (Editorial note: This club's magazine, "The Stoker", is a magazine that every modeller should obtain if possible. We are sure that the club would welcome overseas members even if the magazine is the only benefit they receive. Write to the secretary for details.)

GEELONG RAILWAY MODELLERS. Hon. Sec.:

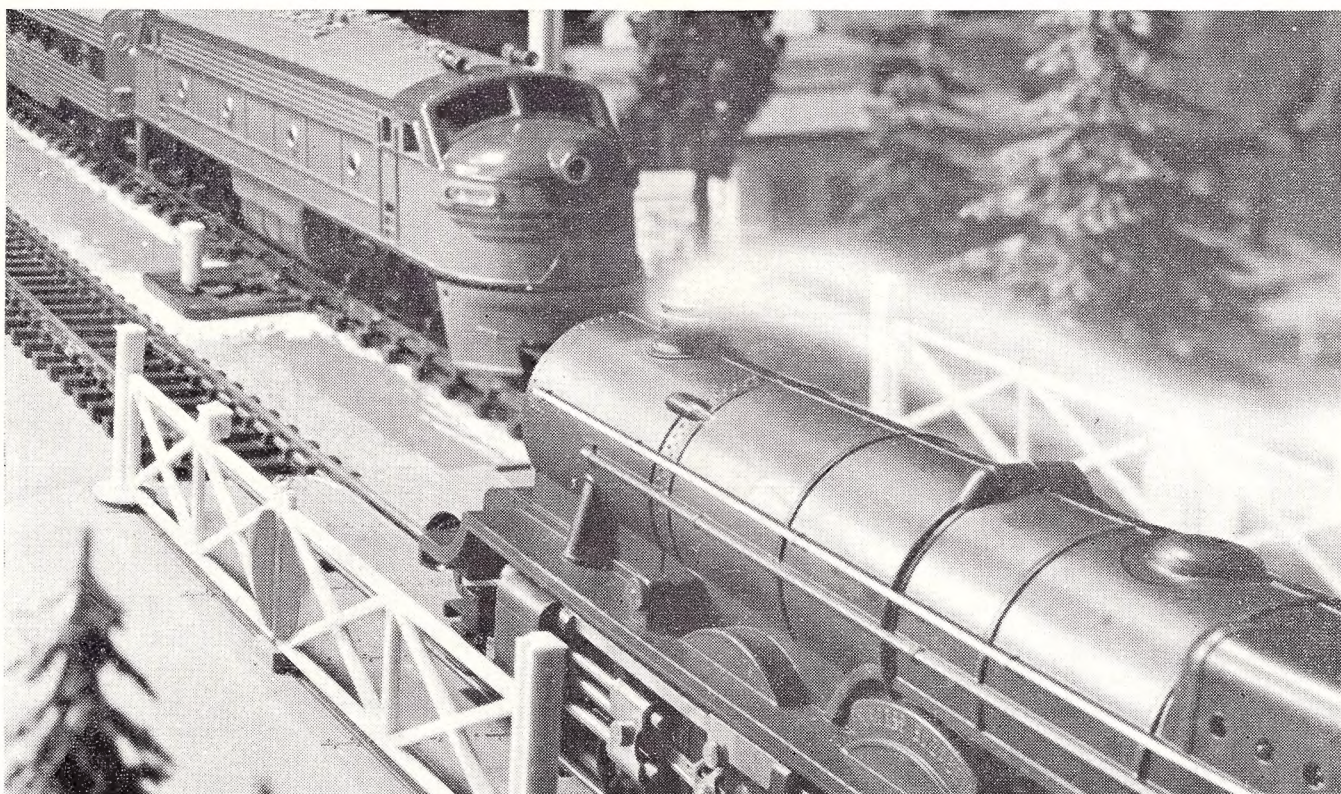
J. Macdonald, 15 Arkana Ave., Highton, Geelong, Vic.

This group was inaugurated in August 1962 with eleven members; it now numbers 30. It was very fortunate to obtain a clubroom at the local branch of the Victorian Railways Institute. Holds meetings monthly on the fourth Friday and usually has an item such as a talk by an officer of the Victorian Railways or film and slide nights.

A cordial invitation is extended to all interested persons to come along to any of our meetings.

Y.M.C.A. BOYS' DIVISION MODEL RAILWAY CLUB

Advantages of membership in this newly formed Club include weekly gymnasium, camping, social and general interest activities. For further details telephone 26-6044 (Sydney), Mr. Prince.



The realism of perfectly scaled Tri-ang railways

These two models are typical examples of the realism that can be achieved with Tri-ang model trains and equipment. The keen model railroader insists on authenticity, perfect scaling and detailed realism, and the popularity of Tri-ang railways has been achieved solely through unending efforts to meet these requirements. Tri-ang manufacture the widest range of model railway equipment available anywhere. There's a huge range of trains, rolling stock, track and accessories — enough to satisfy the most ardent modeller. And Tri-ang models are sensibly priced. In addition to trains there is the Tri-ang Minic Motorways system, a perfect combination for your train layout. Here you will find a complete two-lane roadway, with electrically controlled models of cars, buses and trucks, with a wide variety of accessories. There are straights, curves, gates, level crossings, intersections, gradients, in fact everything you could possibly need to set up a magnificent layout in conjunction with your Tri-ang train layout. Ask your model or hobby shop for the Tri-ang catalogues which show in detail the huge selection available.

CLUB CAR (Cont.)

SYDNEY MODEL RAILWAY SOCIETY. Secretary: J. Bowen, 79 Cambridge Street, Penshurst.

Meets each Monday night from 7.30 p.m.-9.30 p.m., except Government or public holidays, when it is the Tuesday night following.

Visitors always welcome on seeing the President or Secretary.

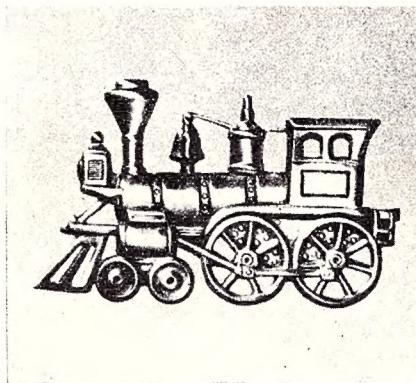
Clubrooms are located on the fourth floor, Railway Institute Building, 267 Castlereagh St., Sydney.

SOUTH PACIFIC ELECTRIC RAILWAY CO-OPERATIVE SOCIETY LIMITED. Secretary: Clyde Woodside, 100 Forest Way, French's Forest.

Exhibits: First Sunday of every month from 10 to 5, near rail crossing at entrance to Royal National Park. Visitors welcome to inspect huge collection of tramcars, old and new.

HERALD-SUN MODEL ENGINEERS CLUB.

This society will be holding an exhibition of its members' models on Tuesday, November 19th, from 9 a.m. to 8 p.m. A pictorial record of the exhibits will probably appear in the next issue.



RAILETTE IDENTIFICATION PIN

Silver with safety catch and the cost of each is 2.00 Doll.

Get your order in now to:

Rosella Nash, ROC Railette Chairman,
6750 Crosswell,
Houston, Texas.

THE MARKET PLACE

12 words for 2/6. Extra words 2d. ea.
Name and address free. Cash with copy.
No charge to N.M.R.A. members. Closing
date: 15th of preceding month (e.g. 15th
July for August issue).

FOR SALE

STAMP COLLECTORS. Stamps about railways, etc., all different. 25 for 3/9; available. Prices on request. P. Neville, 50, 10/-; 100, 25/- . Larger assortments Box 304, Crow's Nest, N.S.W.

TRIX Twin F30 Britannia passenger set (as new, used once), new style track, excellent condition. Retail £24/8/0, my price £15/0/0. Michael Jan, 442 New South Head Rd., Double Bay, N.S.W. Phone 36 5359.

BRAND NEW Woodfast 10 inch Band-saw. Capacity. 10" x 4 3/4"; Table. 12" x 12", with quadrant for tilting to 45 deg.; Blades. 66 1/2" x 26 gauge, up to 1/2" wide; Speed. 880 r.p.m. approx. or use 2 1/2" 'V' pulley on a 1430 r.p.m. motor, 4" pulley supplied; Motor. 1/2 h.p. or 3/4 h.p.; Dimensions. Height 29 1/2", width 18 1/2", front to back 12 1/2"; PRICE £22. For information write, enclosing S.A.E. to F. A. Maxwell, 11 Dempsey St., North Ryde. Phone 88-4172.

GIVE yourself a treat and buy your trains cheaply for Xmas. Gem, Tetsudo, Mantua, Athearn, Roundhouse, Trusdale, Fleischmann, Rivarossi, Liliput, Kitmaster and others from 20 to 50% off list prices. Send stamped envelope for lists to Frank J. Slovnik, 6 Burringbar St., Nth. Balgowlah, N.S.W.

WANTED

TRIX Hunslett diesel: Marklin crocodile. Any condition but body diecasting must be reasonable. Ralph Thomas, 61 Hewitt Avenue, Wahroonga, N.S.W. Ph. 48 4268. **READERS!** Do you realise that your unwanted equipment could be selling in this space? 7000 eyes are focussed on this page every issue.

AUSTRALASIAN MODEL RAILROAD MAGAZINE

SELECTED DEALER AND HOBBY SHOP DIRECTORY

Dealers and Hobby Shops!

If this page interests you write to Advertising Manager, A.M.R.M., 189 Homer St., Earlwood, N.S.W.

N.S.W. — PARRAMATTA

Large stock of HO items for the modeller. Repair service. Large stock books and periodicals. If not in stock will get.

BERG'S HOBBIES

111 Macquarie Street. 635-8618

If your nearest Hobby Shop does not stock copies of Australasian Model Railroad Magazine each month or he is soon out of supplies, send us his name and address. We'll make sure that he is always fully stocked so you'll never be disappointed. Write to: Distribution Manager, A.M.R.M., 189 Homer St., Earlwood, N.S.W.

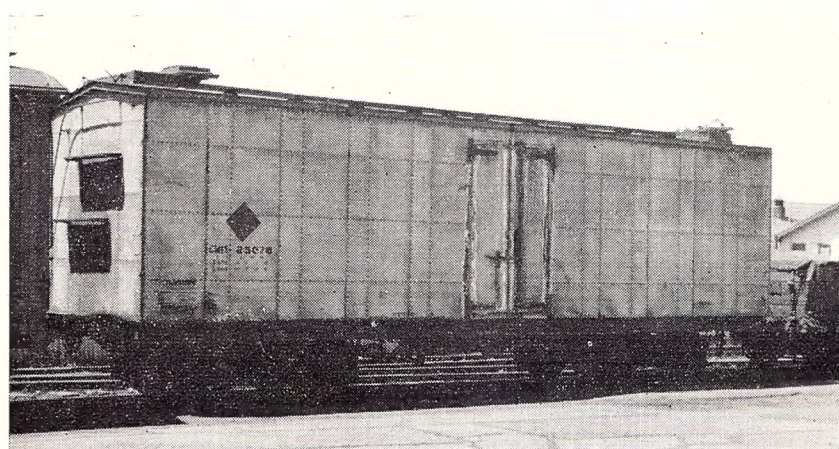
SOUTH AUSTRALIA — ADELAIDE

Specialists in Tenshodo, Kumata, Fleischmann, Tyco, Tri-ang and Rivarossi.

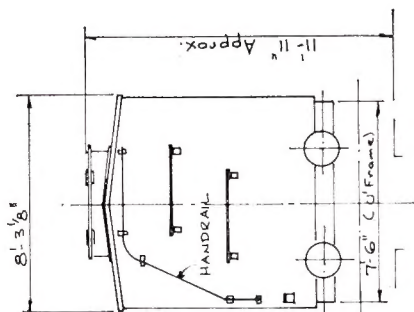
BRIDGLAND'S

91A Gawler Place. 8-4297

Only the best hobby shops and dealers will be found in these columns. SUPPORT THEM BY BUYING LOCALLY



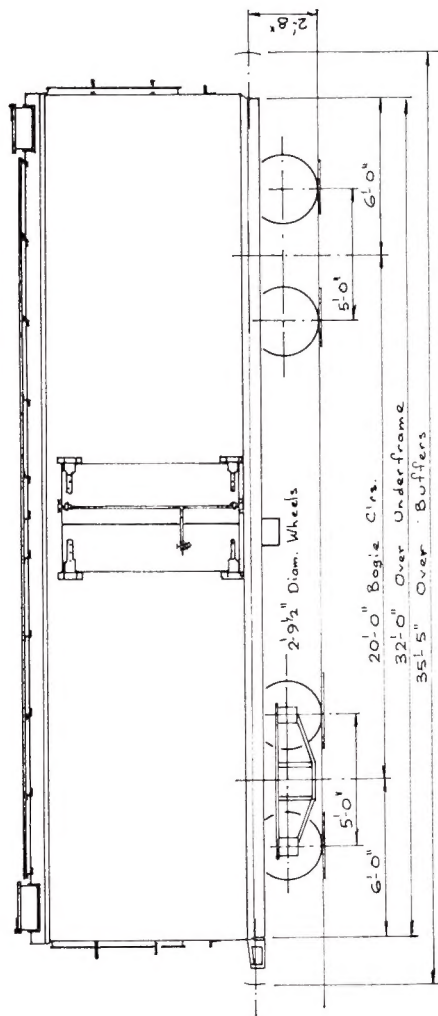
Perhaps in no other State of the Commonwealth is refrigeration so necessary as in Queensland. Pictured is the Queensland Railways steel refrigerator car — code C.M.I.S. Our draftsman, Norm Coughlan, has provided us with a plan on the opposite page. Incidentally, Norm will welcome correspondence, photos and official plans of all types of rolling stock to help planning of future items for this section. Write c/- the Editor.



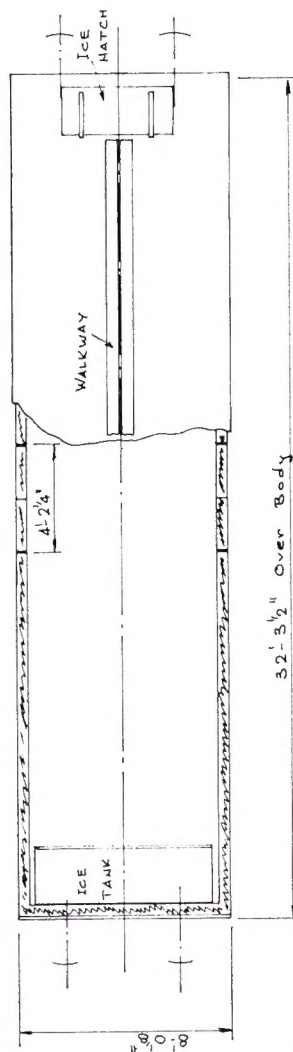
END ELEVATION

NOTES

COLOUR - GREY
 NUMBERS - 25070 to 25089 Ind.
 WAGONS ARE NOW FITTED WITH RIDE
 RIDE CONTROL BODIES (BETTEDORF)
 WITH 38\"/>



SIDE ELEVATION



FLOOR PLAN

ROOF PLAN

INCHES 12 60 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 FEET



SCALE

our plan

QUEENSLAND RAILWAYS

STEEL REFRIGERATOR

CAR - CODE C.M.I.S.

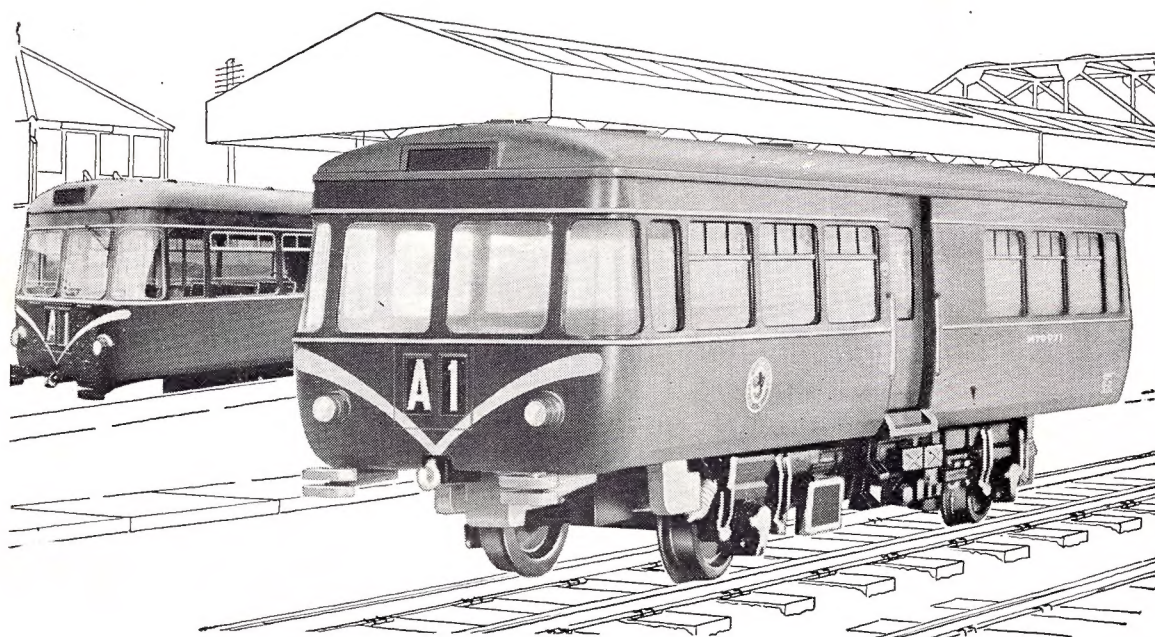
DRAWN H.C. S.C.R. PUBLICATIONS

DATE OCT '63 PLAN & PRINT

SERVICE

AIRFIX The Big Name In Packed Kits

Specially Designed for 00/HO Layouts



... EVEN HAS SLIDING DOORS

No. R201 Diesel Railbus budget priced at 7/9 each

This fully detailed Airfix kit has 67 parts and builds into a free running model. It is fitted with sliding doors and clear acetate windows.

Enthusiastic modellers will be able to install an electric motor, making the Railbus fully mobile.

FLASH! - - Airfix couplings now available at leading hobby stockists. The all purpose coupling, automatic on impact. Uncoupling is achieved by means of a simple ramp. This coupling is based on the X2F type as standardized by the N.M.R.A.

Boxes of 24 couplings and 24 retaining pins 5/9 per box

Australian Agents: HARRIS & WHITE PTY. LTD.

Sole Distributors: LIBERTY TRADING CO. PTY. LTD.

20 HUTCHINSON STREET, SURRY HILLS

Agents:

VIC.: J. R. CASSIDY & CO., 177 Collins Street, Melbourne; **Q'LAND:** A. G. CORRIE & SONS PTY. LTD., 129 Elizabeth Street, Brisbane. **S.A.:** FRANK BROCK & CO., 385 King William Street, Adelaide. **W.A.:** LIBERTY TRADING CO. (W.A.) PTY. LTD., 11 Ruth St., Perth. **TAS.:** FORO DISTRIBUTORS PTY. LTD., 33 Frederick St., Launceston and 56A Liverpool Street, Hobart.